12 NOVEMBER 1954

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presented by
LOCKHEED
Makers of the World's Safest Brakes

80% of
the world's cars fit
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**No Sir!**

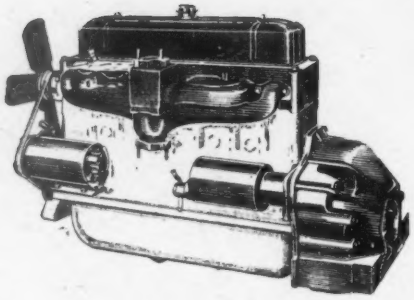
**our claim is**

**there is no better petrol**

# REGENT

**OIL COMPANY LIMITED**

# HML Enginuity



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If you want to sell your Vauxhall it's well-worth remembering that HML are very good buyers of used Vauxhalls.

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DHB/23

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One filling lasts the winter through and by virtue of the brilliant fluorescence it cannot be accidentally drained off and thrown down the drain.

Ask your Garage for **"GREENGLO"** for three-fold protection against frost, corrosion and accidental loss.

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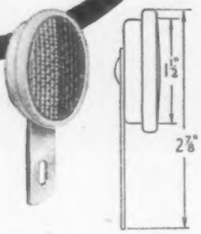
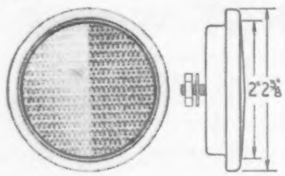
The best quality and value are guaranteed—unconditionally!—if you fit an Oldham Major. *If it fails (in any respect) within two years you get a brand new battery absolutely free to replace it.*

So you can be certain that your Oldham is going to be as good as new when the life of many other batteries would be over. But to understand the true value of an Oldham you must see how it goes on and on, always vigorous on the starter, always keeping your electrical equipment working with flawless precision and seldom if ever needing a charge. It is built specially to give longer life, better value, greater power and better service.

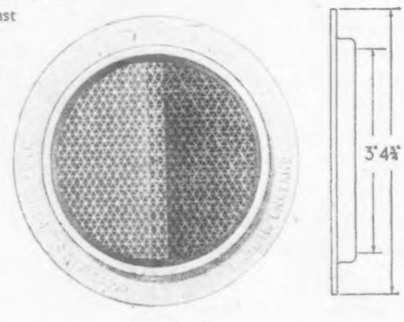
**Next time you need a battery ask for an Oldham**




WHEN you buy reflectors insist on Bluemel's and assure yourself of lasting quality as well as extra safety.




Meeting the new MoT regulations, this new range of high-grade reflectors is moulded in Diakon, which is proof against petrol. Obtainable from Garages and Motor Agents.

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## MAKES YOUR NEW CAR A LASTING INVESTMENT

Real leather is unique for its enduring comfort and luxurious appearance. So, even if this refinement involves a little extra cost, you will be more proud of your car and, when the time comes to re-sell, your good judgment will be more than rewarded.

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Your steering will be the safest on the road if you always refit with Thompson Steering Joints—they are made by the same machines and the same labour as the original steering joints which are fitted to new cars by the manufacturers. Your garage will fit them without delay.

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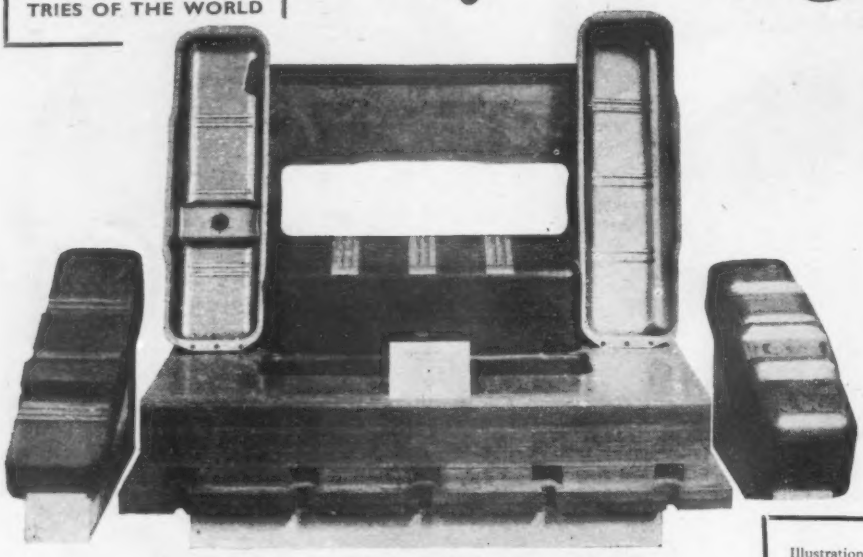
laminated compressed wood



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- One-fifth the weight of steel.
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Supplied as finished tools or in board form.

Illustration shows "Hy-du-lignum" Press Tool, used on DH 600 Clearing, Treble Action Press for 20 gauge mild steel Petrol Tank Body Pressings. Interchangeable Punches and Ejectors with common die and pressure plates to produce top and bottom body halves, 3ft. long × 10in. wide × 8in. deep.—Photograph by Courtesy of Morris Motors (Radiators) Limited.

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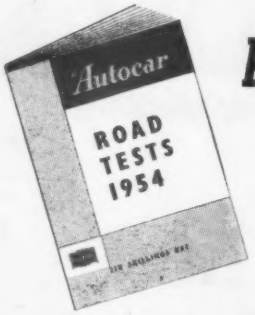


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For the fourth year in succession "The Autocar" has reprinted in book form its famous Road Test reports on the performance of current British and foreign cars. The 1954 edition, beautifully printed in photogravure, is the largest yet published, and contains more photographs and details of each car than ever before. Each report comments on the car's performance, design and construction and includes a plan of the controls and instruments. Scale drawings show all important dimensions, and full specification and performance data is arranged in tabular form for easy reference.

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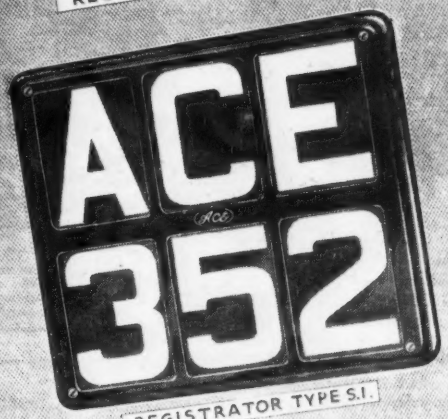


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Supplied with Speed Brace, Tommy Bar, Tee Piece, Ratchet, Universal Joint, 6in. and 12in. extension, ½ x ¾ Converter Driver, and ⅜ x ½ Converter Driver. Space available in box for additional tools—Great Skua Spanners, Screwdrivers, etc.

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Speed Brace, Tommy Bar, Tee Piece, Ratchet, 6in. extension, and 12in. extension.
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A/12/11

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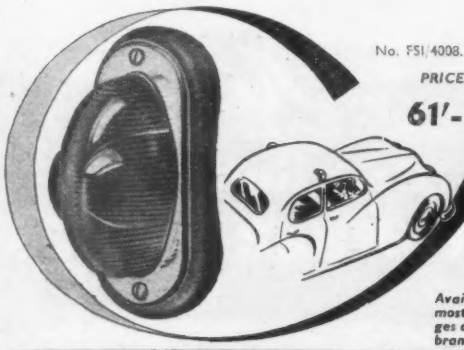

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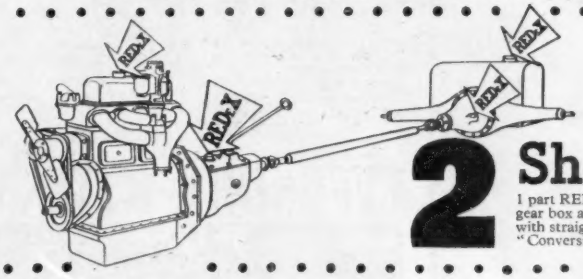

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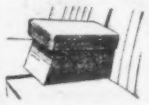

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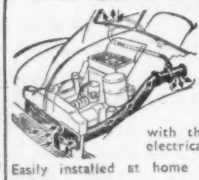

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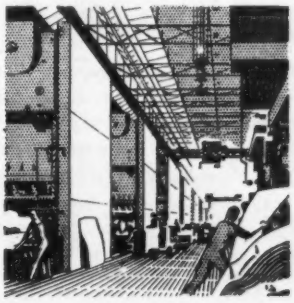

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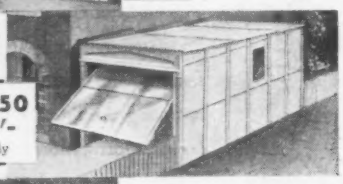

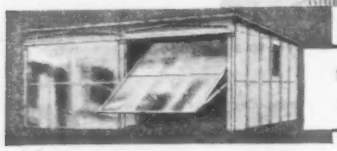

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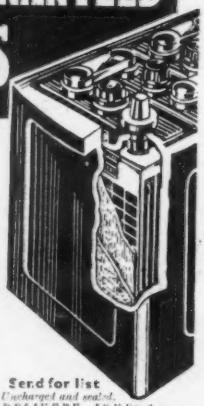

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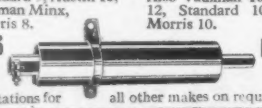
16/6  18/6

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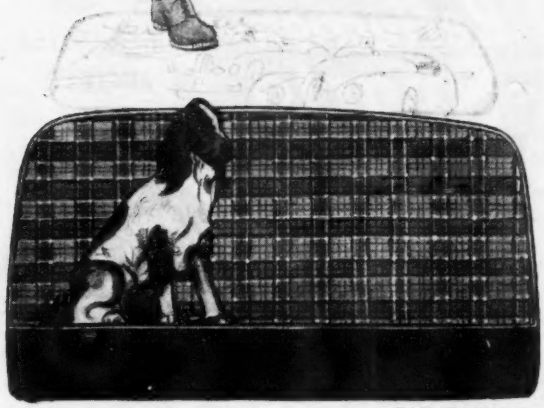

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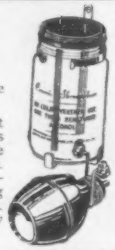

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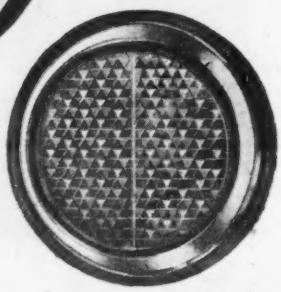

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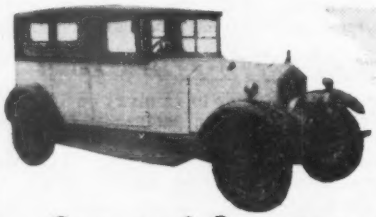

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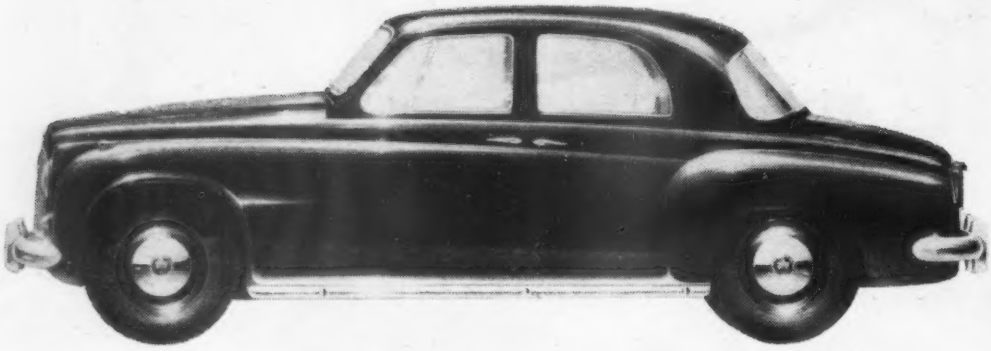

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The Autocar
FOUNDED 1895

No. 3076 *Friday, 12 November 1954* Vol. 101

# Defeating Fog

FREQUENTLY after long, cold nights, cloud level in such a sea-girt country as this is also ground level, and that means fog. Few motorists would deny that fog is their worst enemy, but too many accept defeat at this time of the year and leave the car in the garage. That can be a pity, because the driver who is unafraid of fog; who refuses to be intimidated as it rolls, filthy and yellow, into city streets, only rarely finds himself forced to come to a halt.

None the less, the fog difficulty should not be minimized. Droplets of dirt-laden moisture in millions are a positive screen against vision and there is no extending the seeing distance imposed by the density. Sharp eyes can make the best of that seeing distance, their possessors often leading convoys of the less fortunate. Some vehicles are better equipped than others to help their drivers, notably those which permit ready visibility of the left-hand kerb. For the rest, it is up to drivers to help themselves by adopting every aid to visibility.

Primary requirement is a clean screen, screenwipers being employed as soon as enough moisture has condensed on the glass to make them efficacious. Screen-washing equipment is useful. The driver should sit as close to the screen as possible and he should also keep his side windows clean to retain side visibility; if the temperature is not too low, the more windows he can stand open the better, for the ears are useful in fog, too.

Rear lamps should be switched on, but scientific experiment has shown that side lights have insufficient power in daylight to provide a useful warning ahead; thus a fog lamp or dipped head lamps may be advisable if there is oncoming traffic about; incidentally, the passage of such traffic indicates that the route ahead is still passable. Progress is best made with the left-hand kerb as the sighting line, the use of the central white line being held in reserve; there are obvious dangers to using a central marker. At night the great assistance given by cat's-eye reflectors may induce a driver to use the centre line, but oncoming traffic is slightly more easily perceived at night than by day. Overtaking is the hazardous manœuvre, not only because of the lack of forward visibility, but also because of the difficulty of picking up bearings again; far too many poor drivers in fog refuse to co-operate in permitting faster drivers to take the lead.

# Better Than One

WHEN conditions are really bad a passenger who is also a driver is invaluable. His judgment of the distance from the kerb may be acceptable when the kerb has disappeared from the view of the driver. In such difficult conditions a hand throttle helps; it can be set to a reasonable engine speed, leaving the right foot poised above the brake pedal. Additionally, of course, a congenial passenger in the car makes a journey that may be six times as long as expected more bearable; however brave the motorist, honesty should compel him to admit that he prefers to share his adventures!

Everything that has been said is applicable to both day and night fog driving. Equally, the risks inherent in "abandoning ship" apply to daylight or dark. However, this ultimate course of action is more likely to be forced on motorists by night fogs, which are usually worse than daylight ones. The essential is to get the car off the road so that it ceases to be a danger to others.

Special fog lamps must be left to individual choice. The paramount requirement is to provide the right amount of light to complement the range of visibility, and usually the minimum is preferred to the maximum. Moreover, as the density of fog can vary from mile to mile, experiment with the available front lighting may well prove rewarding. With the car thus physically equipped and its driver determined not to be beaten, progress is often surprisingly easy. One thing is always notable in really bad fogs: a spirit of co-operation and camaraderie. Some foggy winter nights have been made almost gay as a result!

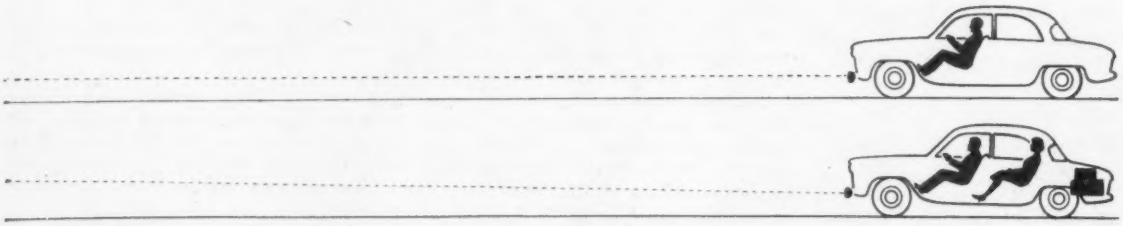
By . . . . . .
MICHAEL
BROWN

"Paris à l'heure d'étoile . . . ." Dusk on the autoroute, with the new street lighting about to come on. "Extinguish your lights," says the notice on the right-hand side of the road.

# HEAD LIGHTING—

## TOO MUCH TRAFFIC HAS NULLIFIED THE EFFORTS OF THE LIGHTING SPECIALISTS

As darkness falls the new lighting transforms the road into a ribbon of light. The French motorist no longer needs his head lights.



A quite small load (in theory, an infinitesimal one) at the rear of a car with a parallel-beam, low-mounted lamp will cause the beam to rise above the horizontal and cause dazzle.

# an Assessment of Failure

DIP, brake, peer and hope: That is the motoring story of the winter evenings, and it is a tale of failure. For the brilliant electric head lamps that have succeeded the first guttering oil lamps and the blue, capricious acetylene flame have been rendered largely ineffective by contemporary motoring conditions in this country.

There is a marked inability in modern society to see the realities of life; there is a marked inability in motoring to see the realities of car lighting. The talk is of dazzle—and well it might be. Mis-aim, cut-off, wattage, beam pattern, yellow bulbs, polarization . . . these are the lighting jargon of the decade. Put the words in a dice cup; give it a shake, turn the result out on the table and, in my opinion, the letters spell failure. The attempt to consider the car lighting problem in terms of overcoming dazzle is a fairly rapid march up a dead end. Dazzle is only a symptom of an underlying disorder, and the disorder stems from two opposing and irreconcilable factors. These are two cars occupying the same road after dark and going in opposite directions; each driver wishes to have his path illuminated, but if his lamps provide sufficient illumination for the purpose they succeed only in blinding the driver of the other car and thus failing in their object. It is from this point that modern research has taken off in an effort to find a way out of the *impasse*. But the research has gone on for so long, with so little result, that the time may well have come when a new line of approach should be selected. The problem is complicated by prejudice, by the ideas of well-meaning amateurs and cranks, by a lack of scientific knowledge in places where it matters, and by a startling inability on the part of many motorist experimenters to realize that their own completely effective lighting system, devised by them for their own vehicle, is terribly dazzling to oncoming drivers. "Haul up the ladder, Jack; I am safely aboard," is a policy widely practised in car lighting today.

By far the best work in dazzle investigation has been done by the Road Research Laboratory, and has been dealt with from time to time in *The Autocar*. The Laboratory's ideas on the subject have crystallized out into the display that was staged on their stand at the recent London Show, and in various scientific Papers which have been published as a result of the work. But before these are discussed, it might be as well to consider some of the amateur "solutions" to the night car lighting and dazzle problems.

### Sidelong Glances

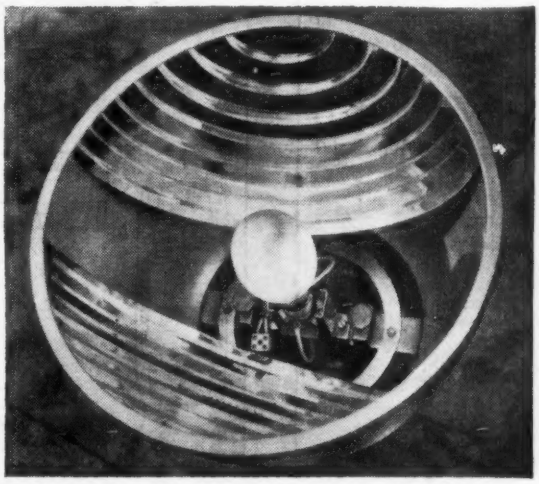
Perhaps one of the oldest is the side-shining light. Here, considers the inventor, is the answer, because a light shining to the side from one vehicle will illuminate the path of the other, so that each car will proceed by the light shown by the other until they have crossed, whereupon head lights will be switched up again. What is forgotten is the relative speeds of the vehicles, which may be as high, these days, as 120 m.p.h. The illumination value of such a light, therefore, becomes that of about a 20ft band sweeping over the scene at 120 m.p.h.; or 60 m.p.h., say, if each vehicle is being driven at 30 m.p.h. It might be comparable to that provided by a lighthouse beam as it sweeps just once over the cliff-tops in accordance with the frequency of the light's characteristic. We have all stood on a cliff-top watching this, but would any of us claim that it is sufficient illumination to distinguish between life and death?

A variant of this system is the rear-shining light, but the same drawbacks apply. If the source of light by which one drives is approaching at 120 m.p.h. the receding beam will be attenuated very rapidly; moreover, there is the far greater objection that a following vehicle must suffer the dazzle from such a rear-shining head lamp. That is an insuperable difficulty, even if the rest of it made sense.

### Low Popularity

A second popular "solution" is the low-mounted "pass lamp"; a surprising number of car manufacturers fell for this one. The theory is non-Euclidean: If it is mounted low enough, then it can't dazzle because other motorists' eyes are too far above it. The Road Research Laboratory scotched this one by a count in which the low-mounted pass lamp came off very badly as a dazzle offender, and legislation was passed as a result making it an offence to use a lamp mounted below the minimum height (2ft 2in) except in fog or snow. The regulations are observed mainly in the breach, and there are still many drivers who feel sure that this is a true solution; there will, in fact, be indignant letters as a result of this article. However, for those who are prepared to remember a little geometry the theory of effectiveness can be speedily demolished.

The lower a pass lamp is mounted, the more nearly parallel to the ground must its beam lie if it is to provide anything like useful illumination; a very tiny downward-pointing angle will make the beam centre impinge upon the road uselessly close to the car. Most drivers mount these lamps with the beams parallel to the road or even tilted slightly upwards. If the beam is horizontal the slightest extra tail load (say, one suitcase) will cause it to rise above the horizontal, as will an unevenness in the road surface itself. It will then be as bad as the beam that is already tilted upwards. And if a beam is tilted upwards, no matter how slightly, there will be a point at a certain



Lamp unit of the new street lighting recently installed on the western autoroute out of Paris. A single bulb is flanked by hemispherical ridged reflectors.

# HEAD LIGHTING —An Assessment of Failure . . . . . continued

**Drivers' opinions of similar meeting beams in white light (A) and yellow light (B)**

| | | HIGH GLARE | | | | ——→ | | LOW GLARE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ROAD SURFACE | Own lamp setting<br>Opposing lamp setting | − 1 deg<br>+ 1 deg | | − ½ deg<br>+ ½ deg | | correct<br>correct | | + ½ deg<br>− ½ deg | | + 1 deg<br>− 1 deg | |
| | Meeting beam | A | B | A | B | A | B | A | B | A | B |
| DRY | Preference: without glare<br>Preference: with glare<br>The less glaring system | 18<br>11<br>9 | 2<br>9<br>11 | 16<br>12½<br>7½ | 4<br>7½<br>12½ | 18<br>12½<br>6½ | 2<br>7½<br>13½ | 18½<br>13<br>8 | 1½<br>7<br>12 | 18<br>13½<br>9½ | 2<br>6½<br>10½ |
| | Proportion of observers judging difference in glare between A and B as small | 20/20 | | 20/20 | | 20/20 | | 20/20 | | 20/20 | |
| WET | Preference: without glare<br>Preference: with glare<br>The less glaring system | 19<br>10<br>7 | 1<br>10<br>13 | | | 17½<br>12<br>8 | 2½<br>8<br>12 | | | 19½<br>9½<br>9½ | ½<br>10½<br>10½ |
| | Proportion of observers judging difference in glare between A and B as small | 20/20 | | | | 20/20 | | | | 20/20 | |

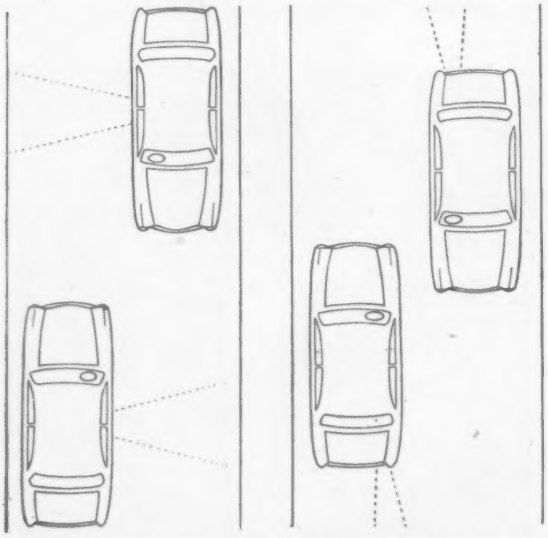
This chart, from Road Research Laboratory publications, shows preferences expressed by experimenters for white or yellow light.

distance at which it shines directly in the eyes of an oncoming driver.

Some drivers, vaguely appreciative of these factors, select the "flame-thrower" type of lamp as their pass lamp on the grounds that the narrow pencil gleam of this lamp results in such a limited field of illumination at any distance that it is unlikely to shine into the oncoming driver's eyes. I wish that were true, but any advantage in this respect that this lamp has by its narrow beam is nullified by its immense range. One is dazzled by this type of lamp at a much greater distance than with a normal pass lamp.

"Dip and switch" retains its advocates, and certainly this outdated arrangement was a non-dazzler compared with double-dip. But it resulted in an uneasy blind spot on the starboard bow of a car, in which an obstacle could be concealed, and experiments proved that for best vision a certain amount of dazzle had to be accepted by drivers.

Even anti-dazzle theories have their fashions. The latest is, of course, yellow bulbs, and it was this proposed solution that the Road Research Laboratory was at most pains to deprecate in the recent London Show display. As a confirmed user of yellow bulbs (but not with anti-dazzle in mind) I cannot be accused of prejudice against them, but I fully accept the Laboratory's findings. The actual experiments are described in a reprint from *Light and Lighting*, available from the Laboratory, and the author of the account is V. J. Jehu, M.Sc., A.Inst.P. The findings were admirably summarized in a Show leaflet:—



Left: Side-lighting theory of dazzle prevention, which had some virtues when speeds were very low. Right: A development of the side-lighting anti-dazzle theory is the rear-shining light. This has a dazzle problem of its own!

> After motoring on the Continent, many motorists return convinced that the yellow headlights used in France are far less dazzling than the white lights used in Britain and most other Continental countries. White light and yellow light have now been investigated at the Road Research Laboratory, both as to the actual quality of the light and as to drivers' preferences.
>
> *Provided the lights all had the same intensity and design of beam and were correctly aimed, it was found that there was very little difference between white and yellow light as regards visibility and dazzle. Most drivers preferred their own lights to be white.*

The leaflet continues by giving the reasons why so many motorists return from France, where yellow bulbs are compulsory, convinced that these are the answer to the dazzle problem. The French beam has a sharper cut-off above the horizontal (as will be confirmed by anyone who has driven French cars) and its intensity is less than that of British cars. Hence the British driver sees well past his French "opponent"; what he does not realize is that the French driver has found his lamps very dazzling. The Laboratory's experiments have shown that uniformity is very important; the possessor of inferior lamps to those which he meets is in for a dazzling time. They have also shown that a slight degree of mis-aim changes non-dazzle into dazzle, and it is here that the hopeless feeling begins to enter the mind of the observer. Control of uniformity and light aiming is about as difficult as sweeping back the tide with a broom.

## Yellow Preference

With yellow bulbs, then, personal preferences count, and even here the experimenters found that they mostly preferred white light on their own vehicle. My own preference is the reverse. I first fitted yellow bulbs because the car went abroad; as it went abroad fairly frequently I retained them and grew to like them. They are, incidentally, of a higher wattage than the white bulbs they replaced, to compensate for the very positive loss of light that results from yellow glass. Accustomed to making very long runs at a stretch, I found that I grew less tired with yellow than with white and that I could see better at the edges of my field of vision. I reckoned this was because the pupils of my eyes contracted less in looking at a yellow

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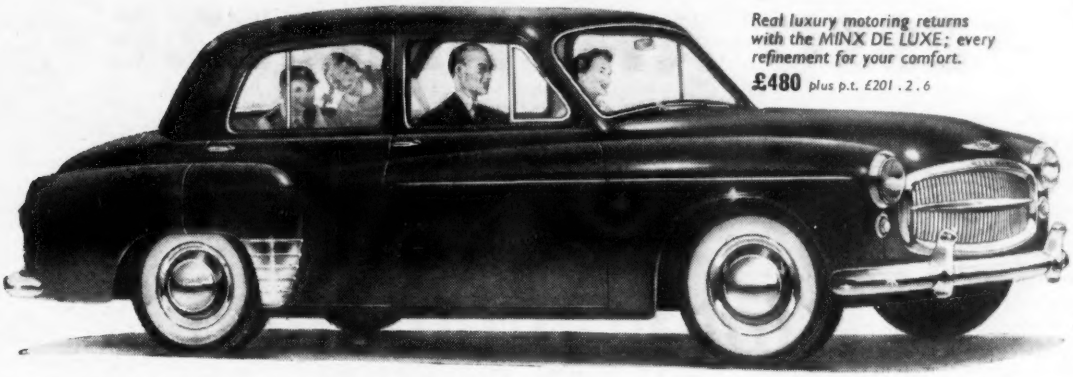

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For the utmost in economy there is the new Special saloon with the well-proved 1,265 c.c. 'Econimaster' engine, and all the famous Hillman features giving lively performance and years of trouble-free, comfortable motoring. See your dealer now—this week for certain.

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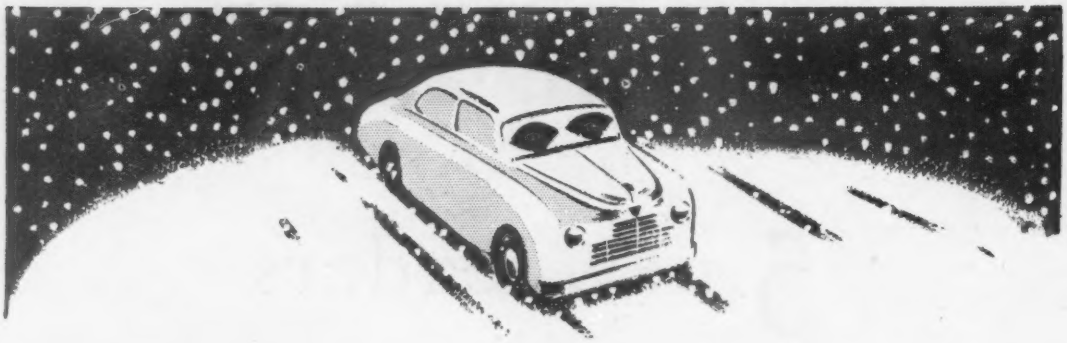

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*The first hard frost may mean a cracked cylinder block, a split radiator, even a ruined engine. Safeguard your car and your pocket with "New Formula" ESSO ANTI-FREEZE. One treatment lasts all winter.*

***Drive in for** "New Formula" **ESSO ANTI-FREEZE** today!*

# HEAD LIGHTING—An Assessment of Failure . . . . . continued

light than they did when looking at a white, and that therefore their dark vision stayed better. Even more simply, one might say that it is pleasanter to look at black and yellow than at black and white. Oddly, in view of the findings, the black and yellow combination is less dazzling, if you think of a chequer pattern.

Where I quarrel violently with the Laboratory is in the last sentence of its Show leaflet:

*However, if British drivers still prefer yellow to white light—personal preferences undoubtedly come into the matter to some extent—they can get the exact effect by wearing yellow spectacles for driving at night.*

Indeed, no, I say. With yellow bulbs the lit portion of the field of vision is yellowed by the bulb glass interposed between the bulb filament and the scene, but away from the lit field of vision there is no interposed, and therefore light-reducing, screen. But if a pair of yellow spectacles is worn the yellow glass of these is interposed between the eyes and the scene all the time, and one cannot afford to have such a light-reducer beyond the periphery of the field of easy vision. There are special night-driving spectacles, I am aware, that are yellow-tinted and have optical virtues; I make no attack on them. But it is not accurate to say that the "exact effect" of yellow bulbs is obtained by wearing yellow spectacles at night. This is true only in the lit field of vision.

### Polarized Problems

The final nostrum to end all nostrums is, of course, polarization. Here the practical problem involved is frightening. Every car would have to have polarized head lamp glasses and a polarized windscreen, and unless every pedestrian, cyclist and motor cyclist wanted to suffer worse dazzle than has ever been known on the roads to date, he or she would have to wear polarized spectacles, because the polarized head lamp, not seen through a polarized screen, would be insufferably bright. To provide such brilliance of light the electrics of the car would have to be revised. There are already millions of cars on the roads of the world; they are pouring out yearly in their millions from the factories. When do we start on re-equipment?

All the recent work on the subject of dazzle has resulted in the double-dip lamps that are fitted on modern cars. They are far from perfect, if acceptable. Their distance from perfection is measurable by the fitting of auxiliary lights, something which is done by nearly every motorist. I think this distance from perfection is great enough to count as failure; but even if it weren't, failure is imposed upon them by the great increase in traffic, which has meant that, on main roads in this country, a motorist drives most of the time with his beams dipped. On the fastest roads, therefore, he is unable to enjoy the good head lighting provided by the lamp manufacturers. By any standards that is the failure of a mission, and we are driven back to my original contention that it is time to stop considering head lighting in terms of dazzle, and high time that it was approached from the point of view of successful lighting of the way of the night motorist.

Specially designed spectacles for night driving show the renewed interest in the subject and the concern of public and manufacturers. These were shown at Earls Court by the Fish Optical company.

### Wider Roads

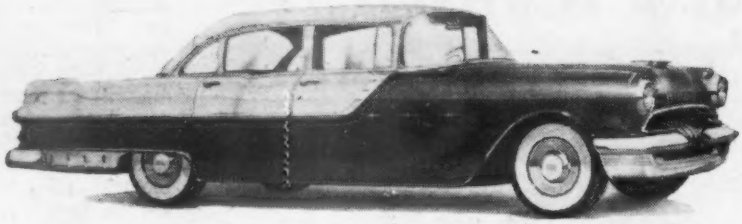
There are two ways of doing so, both throwing the ball into the court of the authorities. One is by providing a width of road (we may talk in terms of only trunk roads, dazzle being acceptable on lesser roads with little traffic) that enables cars to be a considerable lateral distance away from each other's line of approach by the time dazzle distance is reached. Several main roads are already of this width, but the result is nullified by bends, across which head lights can shine to dazzle; thus on bends the necessity for a central screen arises. Ideally, the trunk road should be twin-track with a continuous central screen, and the provision of such roads is a far less intimidating, and more rewarding, solution to lighting problems than is the provision of polarized lighting. So many other benefits would follow which would be absent from the strictly lighting solution.

The other is by street lighting of all trunk roads so that the necessity for head lamps would be eliminated on such roads. This, too, is a less intimidating prospect than some which have been faced, and especially in view of the success of sodium discharge lighting, a type of road lighting that most motorists find peculiarly effective, not least in fog.

### The Ideal

Even car lighting, therefore, forces us back to the necessity for that modern trunk network. American example confirms us in our expectations of its efficiency. If modern roads are built they attract the traffic and impose orderliness on it. Those who previously darted here and there on routes of their own planning make a bee-line for the autoroute and use it for most of the journey; the minor roads become denuded of all but local traffic and many of their problems—certainly lighting—disappear. The main traffic of the country, then, becomes concentrated on half a dozen roads and the mileage to be adequately lit is clearly delineated and proves far less than expected; moreover, the increased use of the road makes the project well worth while. If this is difficult to believe, I would ask the sceptic to study Belgium's autoroute from Brussels to the west on a summer Sunday. The traffic streams by, regularly spaced, at about fifty miles an hour, making for the coast around Ostend. Away from the autoroute, even in that car-crowded country, roads are surprisingly deserted. If, one reasons, Britain had a few roads like this, how disproportionately large would be the benefit; and how far the sodium discharge lighting of such roads would go towards restoring night vision to the harassed British driver!

# NEWS and VIEWS



Illustrated here is the 1955 Pontiac Star Chief Custom four-door sedan, in which the reduction in body height and increase in glass area are noticeable features. The Pontiac range was described in *The Autocar* of a week ago.

### Auto Union Production

DURING October the German Auto Union firm produced 3,601 cars in addition to 6,050 motor cycles.

### A Million Automatics

IN America the Ford company has now produced more than a million cars with automatic transmission. The millionth car so equipped was produced at the Ford factory in Cincinnati, Ohio.

### Night Danger

MORE accidents happened after dark during the first eight months of this year; casualties increased by over five per cent, while the decrease in daylight casualties was very small indeed. There have, however, been fewer child casualties in the period.

Road accident casualties in September, at 21,933, were 1,534 more than in the same month last year; persons slightly injured represented the bulk of this increase.

### Right-hand Rule for Sweden

A RECOMMENDATION has been made by a committee of six traffic experts set up by the Swedish Government, that that country should drive on the right instead of the left. Sweden is the only mainland country in Europe where traffic keeps to the left. The change is estimated to cost more than £14,000,000, most of which would be the cost of changing the entrances of buses and tramcars, and it is suggested that the money could be raised by a special three-year tax on petrol.

### Special Issues

YESTERDAY, November 11, *The Motor Cycle* published the first of their two special numbers covering the London Motor Cycle Show, which will be held at Earls Court from November 13 to 20. There will be another special issue in the form of a complete show report on November 18. Apart from motor cycles, sidecars, and so on, it should be remembered that three-wheeler cars are included in this show, and are described in *The Motor Cycle* issues. The price of the journal is the usual 8d.

### Great Occasion

ON the thirtieth of this month the Prime Minister will celebrate his eightieth birthday, and it is to show the esteem and affection with which he is held that the Sir Winston Churchill 80th Birthday Presentation Fund has been inaugurated. The honorary treasurer is Lord Moynihan and the fund's patrons include very many famous names. A register of contributors will accompany the presentation.

Those who would like to join in this people's tribute to a great statesman should address their contributions to the Rt. Hon. Lord Moynihan, Hon. Treasurer, Sir Winston Churchill 80th Birthday Presentation Fund, 156, Charing Cross Road, London, W.C.2. The gesture is, of course, completely independent of political party.

### Nuffield Lower Prices

THREE cars from the Nuffield Organization have had their prices reduced. They are the Wolseley Six-Ninety and the Riley Pathfinder and 1½-litre. The new prices are a reduction on the basic figure of £100 for the Pathfinder and the Six-Ninety, and £50 for the 1½-litre. The new figures are included in the price table on page 798.

"Weathermaster" is the name given to this device, installed on the New Jersey turnpike in the United States in the hope of alleviating fog. Developed from a unit used for preventing frost damage to fruit trees, it is claimed to draw clear air from above fog level and drive it down against the conical deflector to diffuse the fog layer below. It is automatically controlled.

### Another Renault

NOW available in Britain is the tuned version of the Renault 750, known as the R1063, which is the model that has been successful in many Continental sporting competitions. Its price is £790, plus £358 12s 6d purchase tax, total £1,148 12s 6d.

### Foreign Touring

AN illustration of the growing popularity of motoring holidays abroad is provided by figures given by the R.A.C. Sea and air shipments arranged for R.A.C. members during the first nine months of this year show an increase of nearly ten per cent over the same period last year. They are also considerably more than for the previous peak year of 1951, the last touring season during which the travel allowance was £100. It is naturally expected that 1955 will be an even bigger year for foreign touring.

### Night Driving Aid

A NEW type of sealed beam head light which will give motorists up to 80ft more "seeing distance" in the dipped position will be adopted as standard equipment on all U.S. and Canadian cars next year, according to the U.S. Automobile Manufacturers' Association. Owing to the increasing density of traffic on American roads, driving at night involves greater use of the dipped position of head lights. The new lamp will control stray upward rays of light from the main lower beam by an opaque shield positioned over the lower beam filament, and by changes in lens design.

### B.M.C. Insurance

A NON-CONTRIBUTORY retirement benefit and life assurance scheme for all male and female non-staff employees in the U.K. undertakings of the British Motor Corporation has just been introduced. The B.M.C. will pay the entire cost of a master insurance policy for a sum of over £8,000,000, at an annual premium of more than £400,000, and some 45,000 workers will benefit under the scheme.

On retirement, members of the firm will receive £10 for each year of qualifying service; thus a man commencing employment at 25 or less and remaining with the corporation until his 65th birthday will receive £400. In the event of premature death the full sum will be paid to the employee's dependants. Such payments will be free of income tax.

# Now! Three brilliant New Vauxhalls!

**New styling!**

**New colour schemes!**

**New de-luxe interiors!**

**New Value!**

## The Sparkling New Cresta

The new Vauxhall luxury model. All the verve and outstanding mechanical features of the 6-cylinder Velox, plus the added richness of luxury styling and luxury appointments. Compression ratios as for Velox. Choice of *eleven* attractive exterior colours, including four special two-colour options. Two-tone leather upholstery. Heater, electric clock, cigarette lighter, coat hangers, rim embellishers, white wall tyres, and over a dozen other "accessories" included in standard equipment. Price £595 plus £249.0.10 P.T.

### The 6-Cyl. Velox

Outstanding performance with unusually good economy. 2¼ litre "square" engine. Choice of seven attractive exterior colours. Maximum speed over 80 m.p.h. Exceptional top gear performance. Price £535 plus £224.0.10 P.T.

### The 4-Cyl. Wyvern

Outstanding economy with unusually good performance. 1½ litre "square" engine now available with optional high compression ratio (7·3 to 1). Maximum speed over 70 m.p.h. Price £495 plus £207.7.6 P.T.

The new Vauxhalls are lovelier to look at; more delightful to drive; better than ever in performance and comfort and value.

See them at your Vauxhall dealers. Judge for yourself the new styling, inside and out, the new instrument panel, the new ventilating system, the radiant new colours. Make a special point of inspecting the CRESTA, the luxurious, superbly-appointed newcomer to the range.

All three Vauxhalls are spacious 5/6 seaters with big, sensibly-shaped luggage boots. All have long-life "square" engines. All have new chrome-plated piston rings to reduce bore wear, new shock-proof steering, flashing direction indicators and many other new features. All have that outstanding flexibility and economy which denote Vauxhall engineering leadership. Vauxhall dealers are showing the new models NOW. Ask *your* dealer about them.

**Spacious . . . Powerful . . . Economical . . . That's Vauxhall value!**

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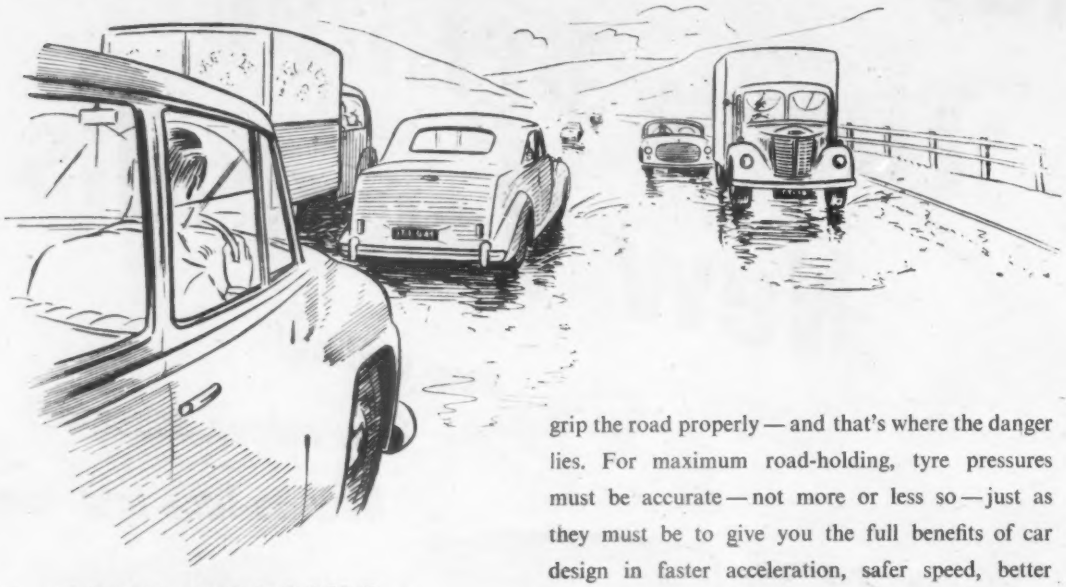
# Are you getting the best your car can give?



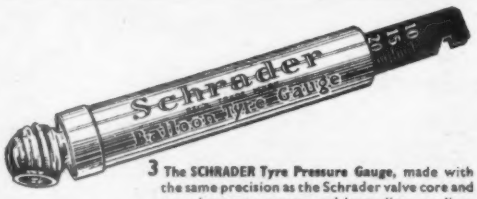
## 5. ROAD-HOLDING...

Although good road-holding is a characteristic of the car of today, the finest car is at the mercy of its tyre pressures. Both over-inflation and under-inflation affect the tread shape so that it does not grip the road properly — and that's where the danger lies. For maximum road-holding, tyre pressures must be accurate — not more or less so — just as they must be to give you the full benefits of car design in faster acceleration, safer speed, better braking and steering, smoother riding and increased economy. By making possible the easy and exact control of tyre inflation and pressure-testing, the Schrader tyre valve and the Schrader tyre pressure gauge make a vital contribution to your enjoyment of modern car performance.

## *Correct* Tyre Pressures are assured by these 3 Schrader items

**1 The SCHRADER Valve Core,** which is interchangeable in the valve of any vehicle, seals the air in the tyre yet permits pressure-testing and inflation at any time.

**2 The SCHRADER Valve Cap** — also universally interchangeable — keeps dirt out of the valve and provides a secondary seal, airtight up to 250 lb. per sq. in.




**3 The SCHRADER Tyre Pressure Gauge,** made with the same precision as the Schrader valve core and cap, gives you accurate and immediate readings of tyre pressures. *Always carry your own Schrader Gauge.*

# Schrader

**STANDARD TYRE VALVE**

*Keeper of the Air you ride on*

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

# Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

## *Vicious Circle*

IT seems that increased availability of cars is resulting in more people wanting to drive; and conversely, it is logical to expect that the greater number of drivers will demand even more cars. So where do we end?

Having observed the number of L-plates on the roads recently, I am not surprised to learn that 409,000 potential motorists applied to take the test in the first half of 1954. I wonder how many passed? The seasonal high popularity times for learners seem to be spring and autumn. Spring I can understand quite well, for it is the beginning of what might conceivably, one year, be fine weather. Autumn is a different matter, and I can conclude only that the end of summer learners look forward to a winter of less crowded roads on which to gain experience.

To cope with the bigger demand for driving tests, 160 more examiners are to be engaged, bringing the Ministry of Transport staff up to approximately 680. Calculations show that we are rapidly approaching the point where nearly 20 per cent of the population are motorists driving with a full or provisional licence. How many of the remaining 80 per cent are too old or too young to hold a wheel? And when will the Ministry build roads good enough to cope with this remarkable increase? I wonder?

✦ ✦ ✦

## *Zone de Silence*

WHEN the Paris Prefect of Police issued his "silence" order in August, writes a friend from the French capital, there were many who predicted that it could not be enforced and, if strictly applied, would result in increased accidents. Nothing could have been further from the truth. With amazing unanimity, the once-noisy Paris motorist has decided that he can drive as fast as ever and as accident-free as ever without bringing his *klaxon* into operation. In some months' driving daily along the streets and boulevards of Paris he has not heard a single peep from a horn, and as to that mad practice of a klaxon concert before a traffic block, it is something which apparently never existed. There has been no perceptible slowing of traffic and he has yet to witness his first accident under the silence regime.

The most extraordinary feature of this measure is that it has voluntarily extended itself outside the city, where no anti-noise law is in existence. The most notable example is on the western motor road, a highway carrying more and faster traffic than any in France.

Strong argument.

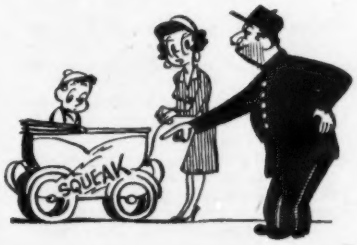
This is entirely outside the Seine Department and is unaffected by the city regulations. Only a few months ago it was the practice of motorists in a hurry (these comprised three-quarters of the total!) to emit a continuous screech from the horn. On a Sunday evening, when Parisians were returning from the country, the din could be heard half a mile away. Now there is nothing but the hum of engines and the swish of tyres, the toot of a horn being a most rare occurrence. All this is the more surprising in view of the fact that for fifty years the French motorist has been taught and encouraged to use his horn. In an accident, the motorist who could give proof that he had given audible warning of his approach had a strong argument in his favour.

✦ ✦ ✦

## *Extension ?*

THERE is every likelihood that the initiative taken by Paris will be followed by other cities. The horn being quite unnecessary in towns, its use will be reduced on the open road, and from being the noisiest the French motorist is likely to become the quietest in the world.

Another feature of this movement is that it has enabled street noises to be analysed. The horn having been eliminated, it is easier to determine where the remaining noises come from. At present the older models of the Paris buses are the greatest offenders, particularly in the hilly parts of the city. These pre-war vehicles will gradually disappear. Motor cycles perhaps come second. Then there are noisy loads, such as milk cans, iron bars on lorries, and suchlike. These passed unnoticed under the din of horns, but they are now going to receive the attention of authorities determined to make cities and highways less acoustically objectionable.




Remaining noises.

✦ ✦ ✦

## *Beware Feltham !*

TANTALIZING sight: How often does one, having had personal experience of a certain car, see it quite frequently afterwards! A colleague concerned with the recent Road Test of the Aston Martin DB2-4 says he has come across it three times since he drove it and is now threatening to kidnap it!

✦ ✦ ✦

## *Disqualified*

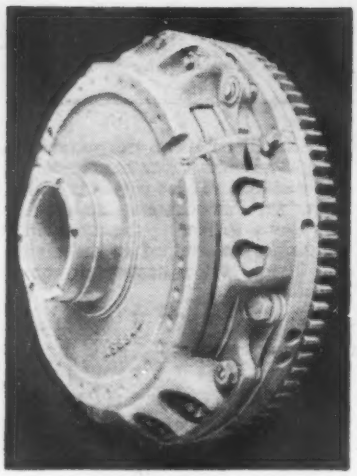
MANY waters have flowed into the ocean since a paragraph on international driving permits appeared on this page; but even in these days postal contact with Japan is leisurely, and an amusing story has floated back to me from the land of blossom and the rising sun. My correspondent writes: "A friend of mine was appointed to a position that required that he should travel extensively in the Far East. He was in the automobile business so he obtained an international driving permit, and demanded to be taken to the local police to have it stamped. This, of course, was not necessary, but my friend was under the impression that each page had to be approved by the local authority. He had not read the English translation and did not realize that it was only in cases of *exclusion* that these should be completed.

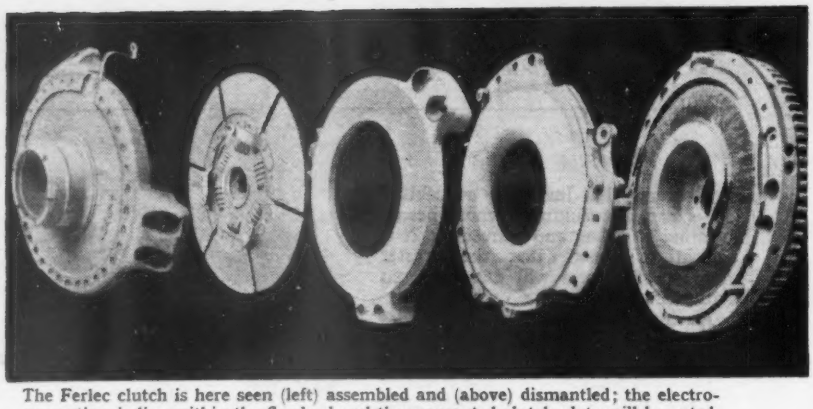
"The local police were completely at a loss, but after a lot of argument obliged by stamping a page for him, thereby excluding him from driving in Indonesia. My friend was happy and drove contentedly away."

✦ ✦ ✦

## *Good, Gooder, Goods*

I CAME across a surprising statement in an article by a German engineer; it said that there had been a rapid increase in the number of good vehicles. Of course, if good vehicles make good drivers, I'm all in favour. In my own experience, however, goods vehicles are seldom good vehicles, particularly if they are going to increase their girth to eight feet; and I've found that most private cars are at the best temperamental, and some of them quite bad vehicles. Which, if you think about it, is not good.





The Ferlec clutch is here seen (left) assembled and (above) dismantled; the electro-magnetic winding within the flywheel and the segmented clutch plate will be noted.

# The Disappearing

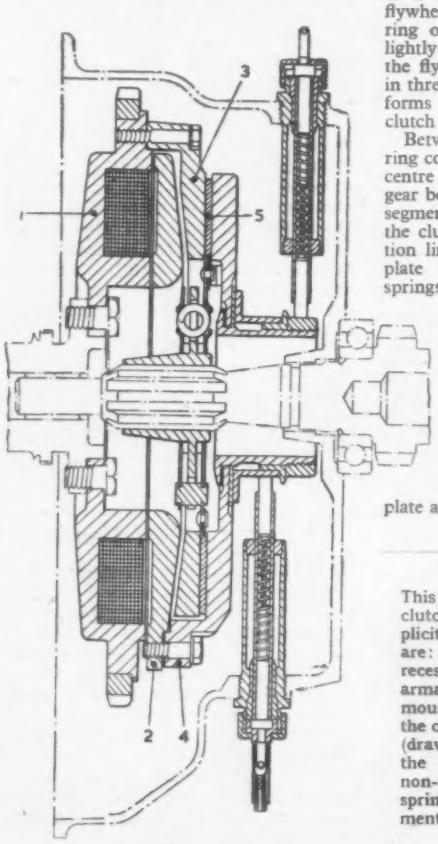
## TWO NEW FRENCH CLUTCHES OBVIATE NEED

TWO new types of automatic clutch have recently been introduced by the French Ferodo concern, an associated company of the well-known British firm of the same name. Both of these units remove the need for a clutch pedal, although one is electro-magnetic in operation while the second is centrifugal. In both cases, special provision is made to ensure that the car is not immobilized through dynamo failure or through the possible necessity of towing or pushing it to start the engine.

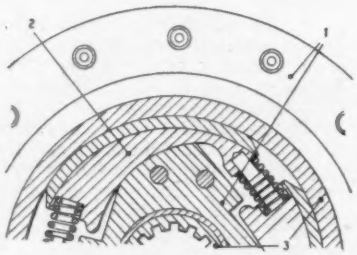
The electro-magnetic clutch, called the Ferlec, is basically a dry single-plate unit, mounted conventionally at the rear of the engine flywheel. The flywheel itself is recessed to accommodate a circular winding which provides the electro-magnetic attraction for engagement of the clutch; also attached to the flywheel, but spaced from it, is an additional ring, the rear face of which corresponds to the flywheel face of a conventional clutch. Between the flywheel and this ring floats an armature ring on three pedestals, on which it is lightly spring-loaded to hold it away from the flywheel proper; and attached to this in three places is the pressure plate, which forms the rearmost component of the clutch assembly.

Between this and the flywheel-mounted ring comes the clutch plate, with a splined centre to mate with the input shaft of the gear box; to this centre are attached radial segments of sintered bronze, which form the clutch plate proper—no separate friction linings are used. The centre of the plate incorporates cushioning take-up springs in a conventional manner.

Current is passed to the clutch through brushes running on slip-rings mounted on the rear portion of the pressure plate, and thence through flexible strip connections to the windings. When this is done, the flywheel becomes an electro-magnet and attracts the armature; this brings with it the pressure plate, and this in turn grips the clutch plate against the rear face of the flywheel-mounted ring, thus taking up the drive.



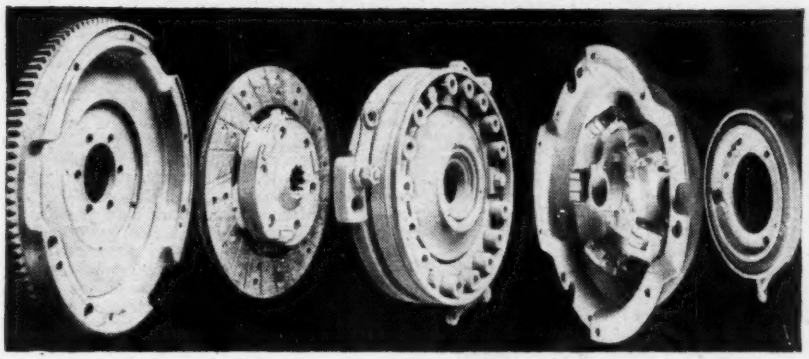

This sectioned view through the Ferlec clutch shows its comparative simplicity. The numbered components are: 1, the flywheel (in which is recessed the electrical winding); 2, the armature ring; 3, the flywheel-mounted ring which forms one face of the clutch proper; 4, the pressure plate (drawn in by the armature); and 5, the clutch-driven plate, formed of non-ferrous segments riveted to a spring-cushioned centre. The arrangement of the brushes and slip-rings can also be seen.

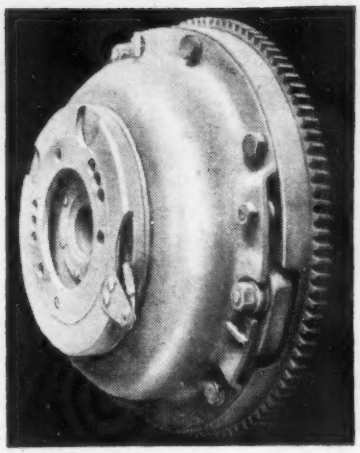



A subsidiary internal-expanding clutch is fitted within the clutch plate of the Gravina component to guard against overload damage. The numbered parts are: 1, the clutch plate, riveted to a cam-shaped centre; 2, one of the three friction-lined shoes; 3, the output drum, splined at its centre to receive the gear box input shaft.

Operation of the clutch is automatic in the following manner: the current required is taken from the dynamo output of the engine, and therefore the winding is energized, and the clutch brought into engagement, only when the engine speed rises to the point when the dynamo "cuts in." In addition, an interrupter switch is incorporated in the gear lever or its linkage, so that any movement of the lever cuts off the current and disengages the clutch. When the car is stationary with the engine idling, the clutch is disengaged; the movement of the gear lever into first also opens the circuit, preventing any possibility of engagement too soon. Then, as the engine is accelerated, the winding is energized and the clutch brought into engagement. Each gear change automatically cuts off the current and temporarily disengages the clutch; it is claimed that the engagement is at all times smooth and free from jar.

Should the starter motor be inoperative, and a tow or push start be required, there is provision for switching the battery current into circuit to engage the clutch. This procedure can also be adopted should the dynamo go out of circuit, although in

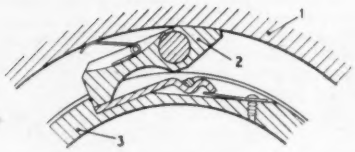




The Gravina centrifugal clutch, separated into its main components and (right) assembled. The five roller-carrying rockers can be seen within the clutch casing.

# Pedal

## FOR DRIVER OPERATION




Three pawls (2) are arranged between the pressure plate (1) and output drum (3) of the Gravina clutch, to enable the drive to be locked for push- or tow-starting when necessary.

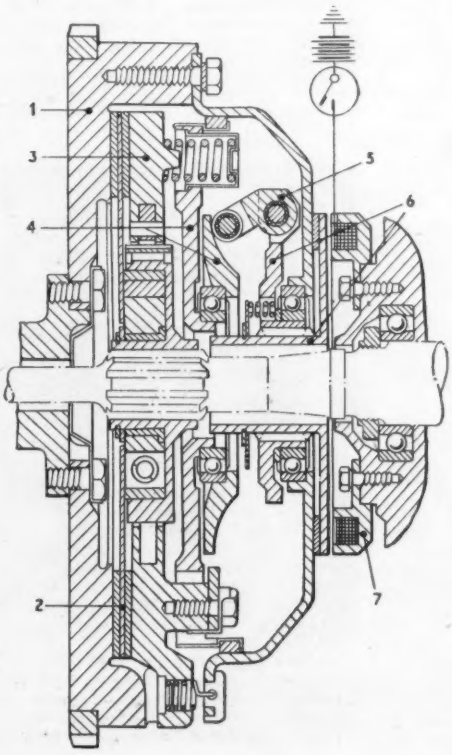
that case some manual dexterity is required to drive the car, as the operation is no longer automatic and the switch must be employed both for initial engagement and for gear changing. This switch may also be used to enable the car to be parked in gear for short periods should the hand-brake be out of action. Altogether, this would seem to be a practical system, and it is being offered as optional equipment on the popular 750 c.c. Renault in France.

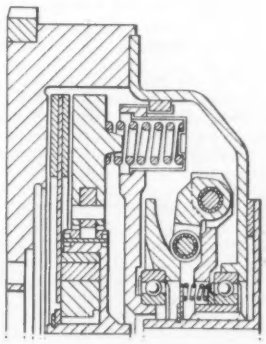
### The Centrifugal Gravina

The centrifugal clutch, which is called the Gravina, incorporates a number of very interesting and novel features. The driven plate, this time conventionally friction-lined, is clamped between the flywheel face and a floating pressure plate. The latter is controlled by springs which, however, abut against another floating member (the cam plate) instead of against the casing as in a conventional clutch. This cam plate is in two parts, the rearward half, on which is formed the cam surface itself, being mounted on the main plate on a ball race. On this cam form act five roller-ended rockers, disposed round another floating member; splined into this is a cylindrical extension terminating in a friction-lined disc outside the clutch casing itself. Behind that again, and mounted rigidly on the front of the gear box, is an iron ring carrying a winding in an annular recess, and therefore forming an electro-magnet.

In use, all these components save the last named rotate as a unit. At rest, the pressure and cam plates are lightly spring-loaded towards the rear of the unit, thus being held away from the flywheel and allowing the clutch-driven plate to remain free. When the engine speed is increased above the tick-over position, the five rockers tend to fly outwards under the influence of centrifugal force, riding up the cam surface and forcing the cam plate forward; this in turn compresses the clutch springs, exerting a load on the pressure plate and nipping the clutch-driven plate to take up the drive as in a conventional clutch. The inherent friction in the cam and rocker mechanism ensures that the clutch remains in engagement until the engine speed has dropped right down again; therefore the braking effect of the engine on the over-run is not lost.

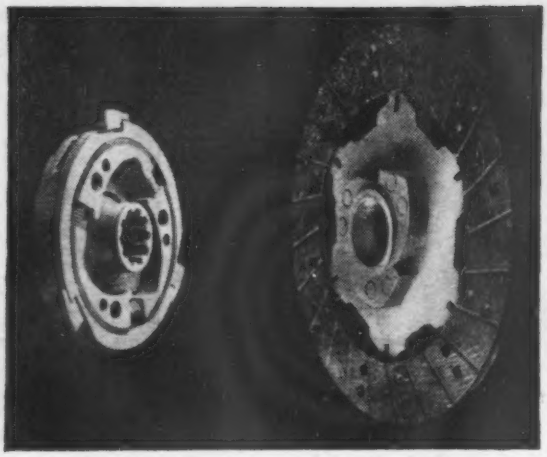
When a gear change is made, a switch embodied in the gear lever or linkage comes into operation to energize the winding of the electro-magnet. This attracts the friction-lined disc away from the rear of the clutch casing, and stops it from rotating; in turn, this stops with it all the rocker mechanism inside the clutch. As soon as this stops, the rockers return to their central position; now there is nothing to keep pressure on the cam plate, and this and the pressure plate return to their free position—the clutch is therefore disengaged. As soon as the gear lever is released, the electro-magnetic circuit is broken, the disc returns into contact with the casing, the friction lining ensures that it rotates once more—the rockers fly outward again, and engagement once more takes place. This is a complicated



The Gravina centrifugally operated clutch, in section. The numbered components are: 1, the flywheel; 2, the clutch-driven plate; 3, the pressure plate; 4, the cam plate (in two parts, with the cam form on the rear member); 5, one of the five roller-ended rockers; 6, the rocker-carrying assembly, which terminates in a friction-lined disc outside the clutch casing; and 7, the electro-magnet, bolted to the front of the gear box casing. This view shows the clutch engaged, as in use; the inset shows it free (at rest), with the rocker in its neutral position.

# The Disappearing Pedal ..... ... continued



The internal-expanding overload clutch of the Gravina instrument is here seen partially dismantled; left, the output drum and friction-lined shoes; right, the main clutch plate with its cam-shaped centre.

sequence of events, but is very simple in operation; the clutch is fully automatic, and no pedal control is necessary or provided.

This, however, is not the whole story. With a synchromesh gear box, it is easy —even if not good practice—to change down even at high speeds without accelerating the engine, and the driver normally then lets the clutch in again gently to minimize the shock. The automatic clutch is capable of no such forethought, and a severe jerk might be given to the transmission when re-engagement took place. To prevent this, the driven clutch plate is not mounted directly on the gear box input shaft, but on a cam-shaped hub; this in turn acts on three expanding friction-lined shoes within a drum which is splined on to the gear box input shaft. The shoes are spring-loaded, so that normal deceleration does not free them; in the drive direction, of course, they are forced still harder into contact with the drum. But any overload in the opposite, or over-run, direction will cause them to slip within the drum sufficiently to prevent damage.

Another inherent disadvantage of a basically automatic clutch is the impossibility of manually engaging it should it be necessary to tow or push the car to start the engine; obviously, the centrifugal mechanism will not work until the engine itself is rotating at a fair speed. To overcome this, the pressure plate of the Gravina clutch carries several pawls in its inner periphery; when the engine is at rest these drop into slots in the outside of the output drum (under light spring pressure). As soon as the engine starts, they fly outward and play no part in normal running; but they provide a drive should it be necessary to turn the engine over by towing or pushing the car, and they also make it possible for the car to be parked in gear on a slope with the engine as a brake.

It is obvious that a lot of careful design and development has gone into both of these new automatic clutches. To what extent their admitted extra complication is justifiable remains to be seen; but they represent notable new contributions to the cause of two-pedal control without the necessity for a completely automatic transmission. The address of the manufacturers is: Société Anonyme Française du Ferodo, 64, Avenue de la Grande-Armée, Paris 16, France.

# INSURANCE OFFER TO VOLVO BUYERS

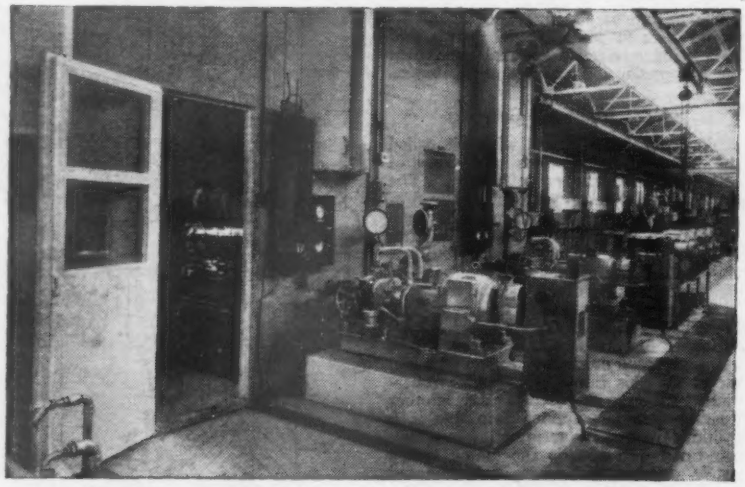
SOMETHING almost startling in the way of competition has been announced by the Volvo company of Sweden, which is by far the largest car manufacturer in that country, about 14,000 Volvos having been registered in Sweden from January to September this year.

The scheme takes the form of an insurance for buyers of Volvo cars which protects them from damage through accidents for five years, if the cost of repair exceeds 200 Swedish kronor, which equals about £13 British. The guarantee applies irrespective of driver blame, and if the car is completely written off a replacement model will be supplied. What is commonly known as third party insurance in Britain is not, however, covered by the scheme, as such insurance is already compulsory in Sweden.

Cost of the new insurance policy to the Volvo owner will be 2,000 Sw. kr. (about £130) over the period of five years and it is obvious that the company must have gone very carefully into the economics of the situation before going ahead with such a bold scheme. In fact, 70,000 Volvos are believed to have been studied in advance, with particular reference to their repair cost throughout the years and owner claims on insurance companies for damage. As a result of their study the Volvo company believe that Swedish insurance rates can be considerably undercut. Excluded from the scheme is fire damage, theft, and such damage as is caused by reprehensible carelessness on the part of owners, resulting in, say, a seized engine owing to lack of oil or a cracked cylinder block as a result of freezing up.

As might be expected, the reaction of the Swedish insurance companies is inimical and it has been said that the Volvo offer to its customers might be illegal. It is a form of insurance, and only *bona fide* insurance companies are allowed to issue policies in Sweden. However, if the scheme is not declared illegal, there is no doubt that it will prove very appealing to car buyers.

Volvo claim to be the first car manufacturers in the world to propose a scheme of this nature, but there have been rumours that the German Volkswagen company is about to introduce a similar scheme. Certainly the competition between these two makes is fierce and can be expected to increase in ferocity. British manufacturers, to whom Sweden is a very important market (the most important on the Continent), will also have to watch their sales figures carefully to see the effect of the Volvo proposal.



A new engine test house, believed to be among the most advanced in the country, has been put into operation by David Brown Tractors (Engineering), Ltd., at their Farsley Works, near Leeds. It will be used for running-in and power testing engines assembled at Farsley for tractors and for Lagonda and Aston Martin cars. Just visible is an Aston Martin 3-litre DB2-4 engine on test in a sound-proofed cubicle.

*IT IS TIME TO GUARD AGAINST THE WINTER AILMENTS*

By
MICHAEL CLAYTON

This can be a symbol of winter ills, but it is really intended to remind motorists that they can relieve their batteries of considerable effort by freeing the engine by hand on cold mornings (if they have a starting handle!).

# PREPARING for TROUBLE

FEW motorists lay up their cars these days; the majority of vehicles are kept to their task unless fog, snow and ice prove too intimidating. In some of the worst winter conditions it *may* be advisable to leave the car at home if it is not urgently required to do its duty, but one winter bogy can remain even if bad road surface conditions are avoided.

This is the difficulty of good starting, morning after cold morning. With modern cars, and even with those bought before the war that are kept in reasonably good condition, there should be no difficulty—but frequently there is. Sometimes, perhaps, the car starts easily enough in the garage of a morning, and then it is a subsequent prolonged halt outdoors in bitter weather that causes the trouble. Whatever it may be there is no doubt that a little intelligent thought and action now will prevent what may be serious inconvenience later. For the winter should not be underestimated. There is much more to obtaining an easy start in all the varying winter conditions than there is during the summer, and the inconvenience of a reluctant engine is far more trying when the frost is thick on the grass.

## The Odds

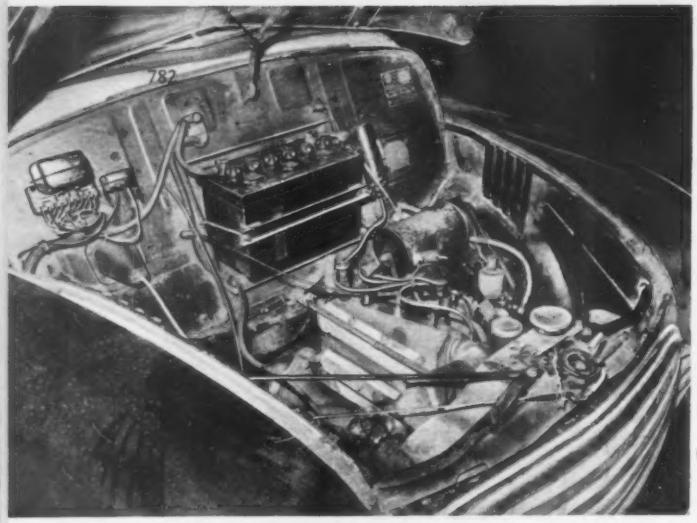
Consider what is involved. In the summer an engine in indifferent tune will, in response to the starter, take in a suitably rich mixture and ignite it. But the oil is not unduly stiff, which eases the task of the starter; the battery is not very cold and is thus assisted in giving up the electrical power required; condensation is not severe; the homogeneity of the mixture is assisted by the temperature, and the electrical components are free from unwanted moisture. And in the winter? The cold battery is lethargic, the engine is much more stiff, damp can affect the ignition system, and so on.

Once more a warning must be given which cannot be repeated too often. This is to work to some plan of action, resolutely determined not to be side-tracked into jumping from one unrelated component to another. Of course, most people *will* be trapped into "just fixing that nut while I think of it," but the chances of completing the spadework to ensure trouble-free starting will be immeasurably increased if a paper and pencil are kept handy; odd and unrelated items, newly thought of, are then jotted down for the time being rather than tackled at once.

To make the car as responsive as possible in winter it is necessary to provide a good spark, a suitable mixture, and full compression—and, of course, to time these things accurately. In winter the spark can be the most elusive when conditions are at their worst, so it should receive attention first, remembering that the damp proofing of the various components may well be considered as work proceeds.

The basic check of the ignition system is simple enough, but many owners who look after their own cars fail to be sufficiently thorough. Cleaning the plugs and resetting their gaps are an obvious move, but remember that although the plugs may appear to be satisfactory their insulation may not be a hundred per cent, and at this season it is worth taking them along to a service station that has a proper plug tester for a thorough check. After replacement it is a good thing, if possible, to fit little plastic shrouds, made for the purpose, to assist in keeping the plug insulation free from moisture. Next comes the contact breaker in the distributor. If the

The wing of this car is well polished, but close examination shows that rust has a firm hold in the joint and around the edge. In this case some thin oil should be inserted into the wing joint to prevent the rust from spreading farther still.



All leads must be examined with a critical eye at this time of year, especially the high-tension cables. Make sure, too, that the heavy lead to the starter is in really good condition —it can corrode internally and then fail to carry the heavy current required for winter starting.

points are badly pitted they should be replaced; the cost is small, and grinding may not be satisfactory. It may spoil the hardened level faces of the points. Alternatively the points can be ground at a service station, where there is sure to be a little gadget that provides a true surface in a matter of moments.

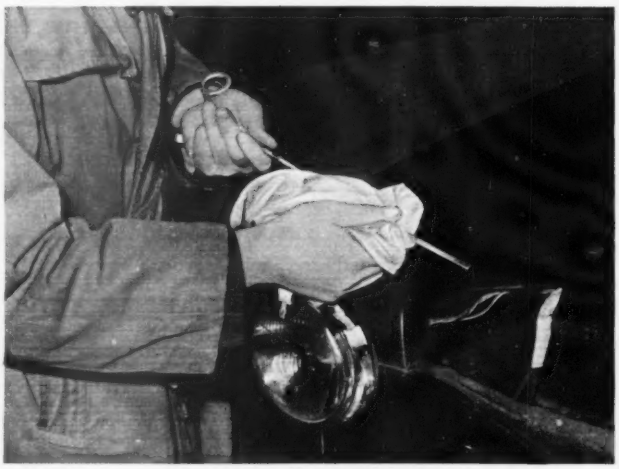
If the car is old it may be as well to check that the centrifugal advance and retard mechanism, found under the plate that supports the contact breaker, is working freely, and to fit new springs if necessary. Then comes the condenser, a small but very important device. This can be tested by checking whether or not it will contain a charge for ten seconds. To do this, first remove the condenser from its orthodox mounting and *earth the body* to some suitable part of the engine or elsewhere. Switch on the engine with the points closed and temporarily connect the lead from the condenser to the h.t. lead from the coil (the big one). Open the points a couple of times so that the condenser is charged, immediately disconnect the h.t. lead and, after not less than ten seconds, bring the lead from the condenser with insulated pliers near some part of the engine or its auxiliaries. There should then be a spark. A good condenser should hold a charge for more than ten seconds, but this is a reasonable minimum. The coil is more difficult to test, and most people are content to wait for some sign of trouble before checking by substituting one borrowed from another car. Usually a faulty coil first makes itself felt when it is hot, the first symptom being a misfire at high engine speeds. When cold, it is at its best and does not usually affect starting.

Of course, the battery is specially important for starting, as such heavy demands are made upon it in winter. Apart from routine topping up with distilled water there is little to be done except to make sure that it is clean, and that the terminals also are clean and all connections tight. Check that the earth lead makes good contact where it joins the car, as rust may have impaired the joint. Measuring the state of charge with an hydrometer will not necessarily give any indication of the adequacy of the battery for starting. The best check is made with the kind of tester used in service stations where the behaviour of each cell can be observed under load.

This does not complete the ignition check. Leads perish, and on older cars widespread renewal may be necessary. Most important of all is examination of the high-tension leads between coil and distributor and thence to the plugs.

It is easy to fit a radiator blank to the old-type Ford Prefect, but it is also a job that should be done on most cars to keep up the temperature.

## PREPARING for TROUBLE



Oil changing as well as level must be considered at this season. Really thin oils appear to be not far off, but at the moment it is best to adhere to the car manufacturers' current recommendations, unless a well tried "flat viscosity curve" oil is used.

If these appear to be at all perished or cracked they should be renewed, for many apparently obscure faults are traced to leakage from these leads. The distributor cap should be examined for "tracking" and wiped clean in any case. Incidentally, if it is decided at the end of operations that the coil needs to be replaced, a high-voltage coil can be considered. If the car is usually a rather bad starter a coil of this type can be particularly beneficial, together with wider than normal plug gaps.

Carburation is straightforward, the main consideration being whether the carburettor needs specialist attention or not. Carburettors are intriguing devices, simple enough to adjust, yet they will obstinately refuse to co-operate with people who do not know how to attend to them properly. The easiest type to work on is the fixed jet carburettor such as a Zenith or a Solex, for here it is easy to clean and replace the jets (remembering not to use anything more than air to clear the orifices). Make sure that there are no leaks, and then adjust the throttle stop and air bleed screw. The method is simple. The engine is thoroughly warmed up, then the throttle stop is set to a medium speed tickover. The air bleed is turned this way and that until the engine is running

most freely. The throttle stop is then adjusted so that the engine runs more slowly, and again the air bleed is adjusted —and so on until the tickover is quite satisfactory. If difficulty is experienced in getting a good tickover it may be because of worn jets, but more likely because of wear that permits extra air to enter past the ends of the butterfly spindle: if this is the case a reconditioned unit may be advisable.

The S.U. carburettor has one jet, the flow from it being determined by a tapered needle that blocks the jet to a greater or lesser extent, depending on the position of the throttle pedal (which indirectly determines the position of the needle). There is a bell-like housing at the top with a screw cap that has a tiny hole in it. Two or three drops of thin oil should be inserted through this cap occasionally to lubricate the piston below. On some models the requirement is a half-teaspoonful. If the housing is removed a large mushroom-shaped "piston" will be found inside. This one must *not* be lubricated. Both piston and housing should be perfectly dry. Slow running is adjusted in a similar way to the procedure described for a fixed-jet carburettor, except that instead of an air bleed screw the large nut at the base of the S.U. is turned slightly. This adjustment,

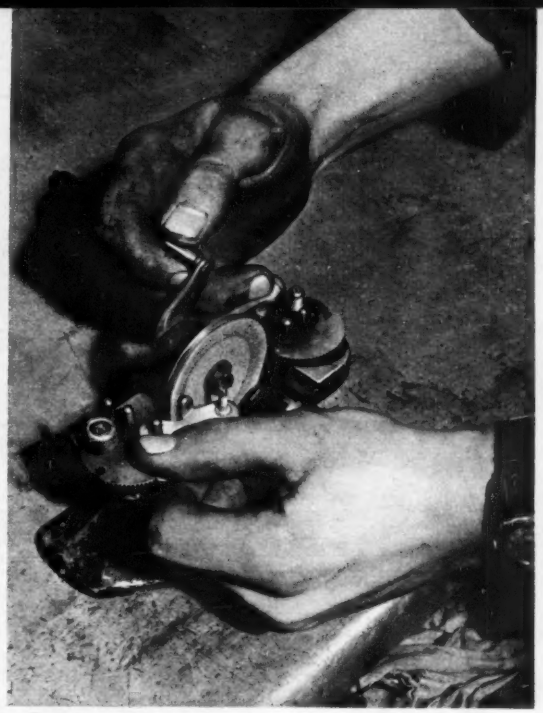
. . . . . continued

correctly made, will provide the right mixture throughout the engine speed range.

There is one other thing to look for with this type of carburettor, and that is that the needle is central in the jet. If this is not so it is best to let someone who fully understands the carburettor make the necessary adjustment. However, a check on this point can be made. Insert a finger in the carburettor air intake and lift the slide which can be seen inside. When released it should not drop like a stone but it should nevertheless fall freely to the end of its travel. The needle is attached to this component and if it is much out of true movement will be affected.

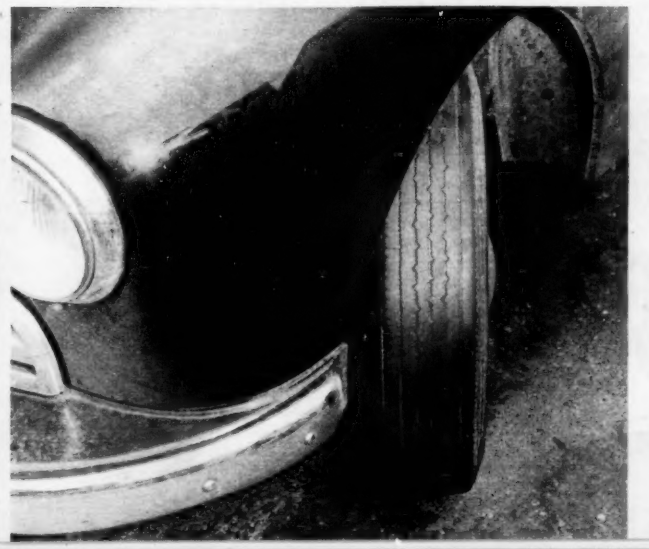
Compression must also be considered, as any engine deficiency is felt most when weather conditions are bad. This may be the time to have the valves ground, or to grind them in oneself, if they are not seating well and compression is being lost. The car's performance and m.p.g. should indicate the state of the valves, but getting the compressions checked at a service station is a very small job. Before deciding to go ahead with valve grinding at home, notice the degree of burning on the valves and valve seats. If it is bad, it is best to hand the job over to a professional so that the worst of the pitting can be cut away before actual grinding. It is possible to wear down the seats badly and unnecessarily by rubbing away with badly pitted valves.

So much for the routine checking and adjusting. Next comes a change to a winter grade of oil, unless the manufacturers recommend the use of the same grade all the year round. Here it is interesting to reflect on the possible advantages of the thin oils; oils, that is, of S.A.E. ratings of as low as ten, instead of the more usual 20 (winter) or 30. It is no secret that the oil companies have made comprehensive tests with such lubricants; their advantages are known. Some very large bus companies use them regularly—and transport fleets keep a very sharp eye indeed on running costs. The advantage of a very thin oil is primarily that it gets round the engine very quickly after a cold start and that friction losses are cut. But consumption is usually higher and it is necessary to ensure that all oil seals are good and that the oil pump is suitably efficient. Broadly speaking, therefore, it is safest to wait for the manufacturer to recommend such oils, which will mean that he is satisfied that his product is prepared to take them. The general impression seems to be that the oil companies are satisfied with thin oils but that car manufacturers have not as yet risen to the tempting bait.



Contact breaker points are best cleaned on a little tool like this. It is the work of a moment to get them cleaned at a service station. Home cleaning should be confined to points that are not badly pitted.

This tyre tread is getting thin and must be watched closely, at this time of year particularly. In the summertime a thin tread can be contemplated with greater equanimity.

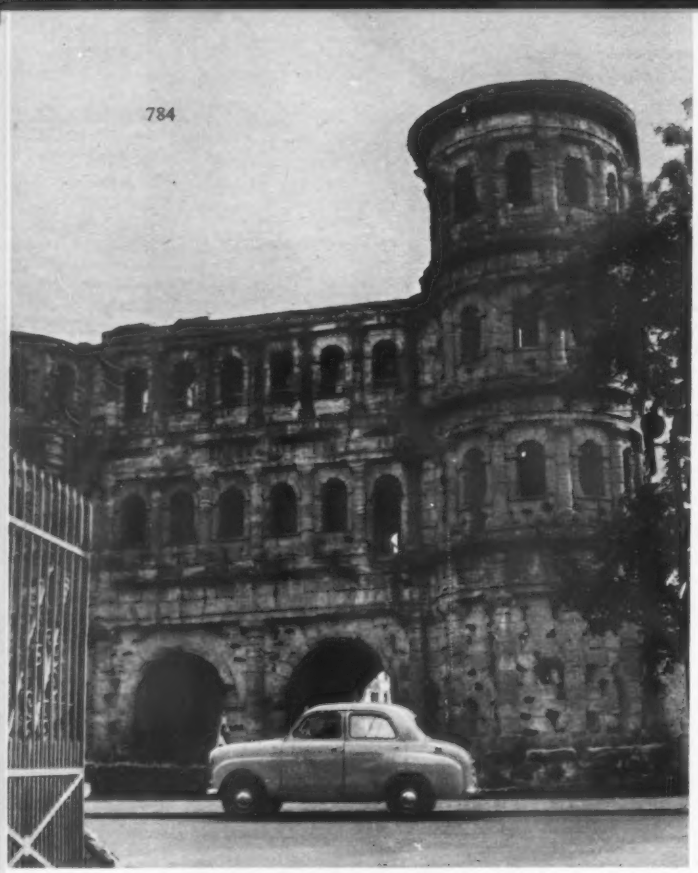


### Cross-Blends

In the meantime there are the cross-blended oils and the detergent types. Powerfully detergent oil must *not* be used in anything but a new or reconditioned engine, in case it removes too much sludge all at once. A cross-blend has the charming property of refusing to thicken up when it is cold. Thus use of the choke is reduced, starting from cold is easier, and engine wear should be reduced because the oil gets round the engine so quickly. On the debit side is the price; such an oil is rather expensive.

At this time of year there are other points to be remembered. It is a good time for a thorough overhaul of the chassis as a whole and of the draught-proofing of the body. Also to induce some light oil into all those body joints that may trap moisture. Remember, too, to remove the trim panels from the doors to make sure that rust is not getting a hold on the insides of steel door panels. Rub some oil into these vulnerable areas.

And a last thing: at this time of year many car lamps are shining into the trees, other drivers' eyes, or straight down on to the road a few feet in front of the car. Make sure that lamps are set correctly, then place the front wheels on marks painted on the garage floor. Mark the centres of the beams on the garage wall—and there is the wherewithal for simple checks in the future.



Porta Negra at Trier, a Roman town which lies at one end of the beautiful Mosel valley.

By . . . MARGARET DAVIES

SUDDENLY the speedometer needle left the middle of the dial, where it had been hovering so long. Reluctantly at first, it thickened the black line, then broke away and swiftly slid across the white towards the next calibration mark; it passed and moved on around the scale, faster and faster. I could hear the engine revs rising; trees flashed past rhythmically, so rapidly that the eye could not follow them. I glanced at my husband's face. It was tense. We saw 60, and held it with ease. No one passed us. Maybe we had broken no records, but we had reached that magic figure which before we had hardly dared to speak, even in our minds. . . .

We were on the Jabbeke Auto-route and were anxious to try out our new Standard Eight. It was the first day of our tour, the sun was partly eclipsed but still bright, and we had left that abominable *pavé* for a few charmed kilometres; our hopes were high.

The magic of Brussels is felt from far away, and as we lunched quietly in Bruges, we found our spirits already stirred by the nearness of the capital. We left our car in the Grand' Place, almost in the shadow of that tall tower where the world-famous carillon was at that very moment playing "Ein Feste Burg"; and we walked, idly and delightedly, among the shops and churches, museums and galleries, gardens and silent cobbled squares of Bruges. We took a motor boat trip along the enchanted canals which flow, half in sun and half in shadow, under medieval bridges and overhanging upper stories of private houses—every window gay with geraniums and roses.

The city lights were going on when we arrived in Brussels, and as we drove around the broad ring road to our hotel neon displays in changing colours, shooting stars and twinkling names, vied with trams, cars, shops, hotels and ordinary traffic and street lights to distract and charm us

# NO RECORDS WERE

## BUT WE ENJOYED OUR HOLIDAY, EXPLORING THE OLD AND

A typical village in Luxembourg.

every inch of the way. After dinner we walked along that incredible shopping street which is ablaze with light from end to end, window-shopped with all the world and then had a last drink and went back to the hotel.

Next morning we headed for the Ardennes. We were making very good time, so at Remouchamps we turned off the road to visit a grotto where, we had heard, bones of wolves and men had recently been found. At the foot of the uphill lane a sign read: "Accessible to cars," so we took it at its word. It may have meant cars like ours, but somehow, by the time we had reached the top, we rather doubted it.

The guide detached himself silently from the rock with which he had previously appeared to form a homogeneous whole, lit his foul-smelling carbide lamp and led us down a steep passage cut in the rock-face. The very first thing we saw was a show-case full of skulls, bones and rusty manacles which had been found with the bones. The gruesome stories which our imagination wove around these exhibits went with us through all the lofty vaults of the caves, into the cold, wet darkness which was repeatedly transformed, by the mere pressing of an electric switch, into drapery, architecture, statuary, diamonds, stalactites and stalagmites in a million incredibly lovely forms.

Down there in the cold blackness, men had died and wolves had lived. Down there screams would be lost. We were glad to come up at last into the warm daylight again and to look down from our height on the lovely colours of trees and grass. The sun was sinking and we still had some forty kilometres to go that night.

We idled a few days in Spa, and one sunny day we went out to La Source and drove once more round the picturesque and fast Grand Prix circuit.

The next day, we found ourselves in the early afternoon almost through Luxembourg and at the German frontier. A few minutes' more driving brought us to the river which marks the national boundary. Formalities here were brief,

# BROKEN

## THE NEW IN EUROPE

but strange. Leaving the car at the back of the queue, I crossed the road to change some money on the Luxembourg side, while my husband took his passport and the car papers forward to the German side. George was cleared, received a ticket, and shortly afterwards handed it over to the German on duty in the street as we drove past. "I could smuggle any number of women into Germany like this!" he mused. The point was interesting, I felt, but not of much practical value.

From ancient Trier, instead of following every curve of the Mosel river, we went by the fast road through wooded hills and then steeply sloping vineyards until at last we rejoined the river at a little town even more medieval in appearance than Trier, but without any claim to great antiquity. From the moment that we started to descend its steep, winding, cobbled main street in the rain, we liked the place. Its name was Alf. By the riverside, a *Weinfest* was in full swing. Noisy band music blared out from loudspeakers; there was excitement in the air. We each had a glass of wine from the "fountain" of local white wine—it was light and refreshing—then found a nearby *gasthaus* and took a room for the night. After a delicious *wiener schnitzel*, we walked down to the riverside again to watch the dancing.

Next morning, we followed the Mosel valley closely as far as Cochem, a holiday town full of tourists and souvenirs, and boasting a really magnificent castle on top of a very steep hill. Here we turned off up the steep, winding, cobbled road signposted to the Nürburgring, our next objective.

The hill was steep and long, but near the top we rounded a bend, caught our breath and parked the car. We were

The D.K.W. Sonderklasse ran on petroil, and we had no difficulty in buying this, ready mixed, from any pump.

looking over a wide abyss of vines and trees; Cochem now seemed a very small place, far below us, and the focal point of the whole wide valley was the castle on its hill, standing squarely in the centre of our view, opposite and slightly below us. It was drizzling, but as we stood there, the rain cleared and the sun came out from behind a cloud. The scene, already beautiful, sprang into life and sharp relief. A Volkswagen, coming down the hill, drew up and two Chinese men got out. We all stood for a few minutes taking photographs, but without any real hope that they would retain for us more than the shadow of the magic of that view.

Soon after, the road levelled out and ran through a village. Then we saw a bend sign with the figure four beside it. "Does that mean four bends?" we wondered, and began to count. Right, left, right, left—yes, this was indeed the fourth bend, but round it was coming up, at quite a speed, one of those monstrous lorries pulling monstrous trailers which are so familiar a sight in Germany. The road was still wet from the recent showers, and the lorry skidded widely round the bend. The trailer started to swing out right across the road towards us. George drove off the road as far as we could go on grass, hard by the safety rails on the edge; I crouched away from the window, hiding my face with my arm. The trailer swung sideways past us, almost scratching the paint. There was a crash. We looked round to see the lorry deep in the ditch on the other side of the road. There was nothing we could do to help him, for he was truly ditched.

Suddenly we came upon the turning which led into the racetrack. Driving up a sort of avenue, we found ourselves

By the riverside at Alf, a *Weinfest* was in full swing.

# NO RECORDS WERE BROKEN . . .

## . . . continued

"We left our car in the Grand' Place", at Bruges, "almost in the shadow of that tall tower where the world-famous carillon was at that very moment playing 'Ein Feste Burg'".

almost at once on the wide expanse of cracked, white concrete road, passing half a mile of empty grandstands, pits, hoardings and banners. A high-hoisted, two-sided advertisement placard turned and turned in the wind. The broad scoreboards were blank. From the open-mouthed loudspeakers it seemed that ghostly German voices drifted in the memory-laden air. The silence and emptiness were a burden; it was a relief to round the first bend and drive among the trees again, to embark on a lap of that magnificent, but over-long racing circuit which must give so much pleasure to the drivers and so much frustration to the spectators. The winding, dipping, rearing, bouncing, banked, well-surfaced road plunged and soared around the *schloss* itself, that hill-set, ruined castle which looks as romantic as any along the Mosel or the Rhine. Again and again the rolling hillsides extended themselves in changing groups before us and made us gasp with delight. But so inviting was the road ahead that we stopped only once; that one stop was enough, I fear, to prevent us from establishing a record lap—even for Standard Eights.

### Desolation

I had not been in Cologne since 1935. I was a schoolgirl then, and thought it a beautiful, dignified and rich town.

I wish, now, that I had kept my memories unspoilt. Today, Cologne consists almost entirely of ruins and slums. It has a small, clean, new centre surrounded by mile after mile of bomb-ravaged desolation. In that small centre stand, as ever, the railway station and the cathedral, that ornate jewel of Gothic architecture. But even now, nine years after the war, the lovely church stared blankly at the world through large, unglazed windows that inspire horror and pity.

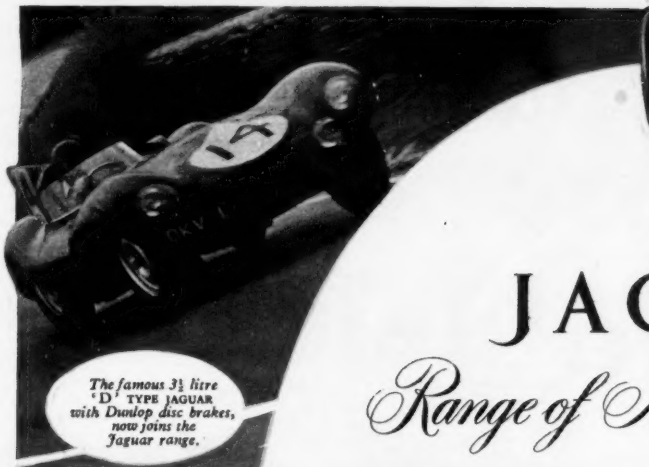
We did not linger in Cologne, but went along the autobahn to Düsseldorf. Next morning we kept an appointment with our friend, Werner Zentzytzki of Auto-Union. He showed us round the enormously expanded and productive factory—now making exclusively D.K.W. cars; then insisted on lending us a three-cylinder two-stroke, front-drive D.K.W. Sonderklasse for the remainder of our tour, so that we could see how it compared with our own Standard. We found the performance of the little car so sprightly that it was fantastic, and it was easy to handle, with a very good steering column gear change and positive steering. But the suspension seemed to us hard enough to impair the road-holding, and petrol consumption was heavy in comparison with our economical Standard. But we enjoyed the luxury of having ventilator flaps in the front windows as well as up-and-down sliding panes. We enjoyed, too, the smart appearance of the little car. As for the petroil on which it ran, that proved no problem at all; we found that we could buy it, ready mixed, from pumps everywhere.

It was not far, now, to the Netherlands frontier, and we took the quickest route from Düsseldorf—by autobahn to Nijmegen. Then we went on by autobahn to Arnhem, where we spent the night. Next day, we walked round the open-air museum where windmills, farmhouses, shops and dwellings from different centuries and districts have been wonderfully refurbished and transplanted among acres of natural woodland.

After a long, depressing drive across the Zuider Zee dyke, which we had hoped would be so thrilling and which was so dull, we hurried through the pretty homes and grassy sand-hills around Haarlem to the little seaside town of Zandvoort, where we had made up our minds to spend the last two or three days of our holiday. There was, we knew, an excellent racing circuit at Zandvoort, but we contented ourselves with staring at the track and wishing we could have seen a race there. In every other way, our miniature seaside holiday was a great success. The sands were liberally served by little soft-drink bars; the sun was hot and we lazed our time away very contentedly. The long, winding, main street came to life after dark; all the shops reopened and fairy lights twinkled on their long flex, threaded high up from tree to tree. We drank coffee with double cream—or *slagroom* as the Dutch call it; we ate tiny, crisp, melting chipped potatoes from paper bags; we bought sweets, cakes, drinks and fruits and lived very cheaply and luxuriously; and we wished our fortnight could miraculously turn into a month.

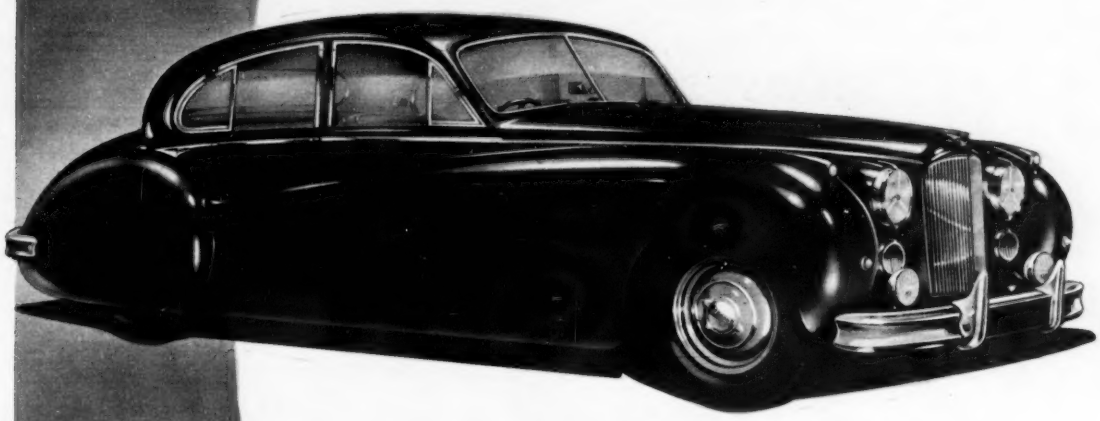
The Standard was to be brought back to us in Amsterdam on the morning of our last day; so, the afternoon before, we motored gently down to the Dutch city and spent the night at a quiet little hotel beside a canal. It was too late, and we were too tired, for sight-seeing, much as we had been charmed by our first glimpses of the wide streets, big buildings and many broad canals. The next day, as it was to be our last, we went to the most attractive restaurant we could find for lunch—an early seventeenth-century stepped-gable Dutch house of the most picturesque kind, called The Five Flies. The staircases are so steep that ropes are run up both sides and the general effect is of climbing a rather precarious ladder. Coming down is even worse. All the celebrities in the world seem to have visited this restaurant and left their names behind them on the chairs.

We handed over the little D.K.W.—not without regret—and took back our own Standard. Then we had to hurry to Ostend. It's always the same: the last day of a holiday is bound to be sad.



*The famous 3½ litre 'D' TYPE JAGUAR with Dunlop disc brakes, now joins the Jaguar range.*

# *The* JAGUAR *Range of Models for 1955*



*In the 1955 range of models Jaguar present not only added refinements but mechanical advances directly derived from unrivalled international experience in racing, record-breaking and endurance tests.*

XK 140 FIXED-HEAD 2-3 SEATER

The elegant lines of the Mark VII remain unchanged in the Type 'M' but the famous XK engine now with high-lift cams has power output raised to 190 b.h.p. Increased diameter torsion bars give even greater riding comfort. New 'wrap-around' bumpers afford extra protection. Flasher type indicators, individually adjustable fog lamps and rear lights incorporating reflectors are among new features.

Sports models for 1955 include the famous Jaguar 'D' type with disc brakes and dry sump lubrication. The XK 140 Fixed-Head close coupled 2-3 seater, the XK 140 Drop-Head Coupe (now with 2 extra seats for children) and the XK 140 Open 2-seater are powered by the XK 3½ litre engine now with high-lift cams—developing 190 b.h.p. (Special equipment models are fitted with 'C' type engines, wire wheels and fog lamps). New features include:— Rack and pinion steering; increased diameter torsion bars; oil ignition coil; robust 'wrap-around' bumpers; re-designed radiator grille etc.

XK 140 OPEN 2-SEATER

***See them at your dealer's to-day.***

XK 140 DROP-HEAD COUPE

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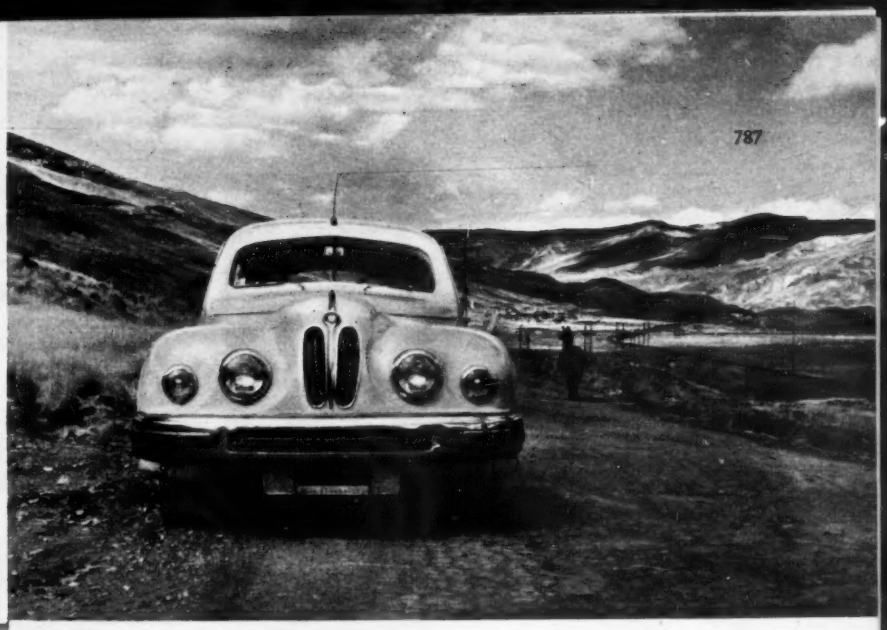

Right: Observing the rule of the road, a llama passes the Bristol soon after La Oroya, a mining town set high in the Andes at 12,000ft.

Below: The Bristol pauses on the indifferently surfaced road on the approach to the snow line and the Ticlio Pass of the Carretera Central, almost 16,000ft above sea level.

# ANDEAN EPISODE

## TO THE "ROOF OF THE WORLD" WITH A BRISTOL

SOME cars get the breaks in life—others the knocks. My Bristol 401, I feel, has had some knocks and the fact that it is still a willing worker after five years of hard life is the reason for this account of another episode in its career. An account of a trip across Canada was published by *The Autocar* on April 27, 1951.

In May, 1953, I brought the Bristol to Peru. Whereas in Canada my daily commuting was restricted to some six traffic-ridden miles each way, which is no sort of life for a self-respecting engine, in Peru the twenty miles to and from the office, fairly free of traffic on a paved road, albeit from and to a suburban altitude of 2,000 feet above office level, must be just what Bristols are built for. A year of it hasn't caught my 401 napping at the call to duty, and its sterling qualities in the face of the unpredictable practices of the tenants of other vehicles, and the somewhat slap-dash surface of the road, are truly comforting.

Llamas graze unconcernedly beside the car in the Eastern Highlands of the Andes.

But this episode relates to the "roof of the world," the Ticlio Pass of the Carretera Central, 15,895 feet above sea level, over which a friend and I travelled to a business meeting at La Oroya, a mining centre which lies at some 12,000 feet just over the brow of the Andes.

I had made the trip before in a Fordomatic with no trouble other than the tendency of the gear mechanism to make up its mind at the wrong moment on certain gradients, so I knew the road. I also knew something of the problems of carburation and cooling at altitude but, mainly through laziness, decided to put the Bristol at it "as is." Thus we started, at 5.45 a.m., with not quite a full tank of 70 octane petrol and a vacuum flask of coffee. No preparation of the car at all, not even to clean the Canadian butterflies out of the radiator.

All went so well that there is really no story to be told—but 15,895 feet is quite a height. At that altitude I felt the loss of power more than the car. Reactions became slower and the legs became heavy when working clutch and brake—the latter important with a pot-holed and corrugated, gravelled surface, and the many hairpin bends. Naturally the car felt it too, but, provided one kept the revs up, there was still plenty of "oomph."

We arrived at La Oroya, after 120 miles, at 9 a.m. and left again at 2 p.m. on the return journey. It should be stated that in La Oroya we took on no petrol, air or water, and added a quart of oil only because the dip-stick showed a pint short on a contrary camber.

The return journey took a little longer as we engaged in dusty pursuit of trucks bearing produce from the central valley for the Lima market the next morning. We were home by 5.45 p.m., though the last 40 miles on the new tarmac highway had to be taken rather carefully owing to pronounced brake-fade—a not unnatural phenomenon after dropping down a gradient of about 1 in 11 at up to 70 m.p.h.

Worthy of note, perhaps, is the performance: 34 m.p.h. average speed and 21 m.p.g. (Imperial) on a tortuous and, for all but a short distance, unsurfaced road with an average gradient of just under nine per cent. Nevertheless the Bristol has resumed, without any objection or revision, its faithful function of commuting, but it will no doubt be asked to poke its bonnet farther into the lesser-known highways and byways of this country in due course. J. L.

Top: Traffic rearranges itself in Lower Regent Street so that, as the lights show green, everyone is neatly disposed for Piccadilly and the Circus. Lower: by now it is too late to attempt to change lanes.

Where was this picture taken ? So close is the hedge of tall vehicles that one cannot see surrounding buildings, and it would be impossible to see a road direction sign.

## A MOTORIST FROM THE PROVINCES LOOKS AT LONDON'S TRAFFIC

# TYRO IN

THE London traffic system is approached by the provincial motorist with awe and apprehension, and no wonder, for it is unique, unwritten and almost entirely unofficial. Some of its practices, like passing on the near side, would be highly dangerous in Wantage or Wigan, yet so powerfully does it determine driving conduct that anyone failing to comply with its code is likely to have a most uncomfortable time of it. But it is the only practicable solution yet to a traffic problem unequalled for volume and complexity in this country or, indeed, in Europe.

It is not surprising, then, that the provincial motorist will go to great lengths to avoid the maelstrom of the city centre. And even though he may have no fear of the most congested roads in the rush hour, he is often well advised to park his car conveniently in Outer London and proceed to his destination by public transport—it is usually quicker, cheaper, easier and much less trying to the nerves.

Whatever criticism one may offer of the prevailing system —and no one pretends that it is anywhere near perfect— there is little doubt that the alternative to multi-lane driving would be chaos. It is interesting to reflect that the seed from which this wide-branching system has sprung is to be found in the Highway Code, in its stress on the importance of correct positioning in traffic. Yet how soon is this valuable lesson forgotten except in London, where it is transmuted, elaborated and modified so as to be almost untraceable to its origin?

### Limit of Elasticity

At a number of high concentration points in the City one can see the system, elastic though it is, stretched to the limit under the weight of the great post-war increase in traffic. The approach through Vauxhall to Lambeth Bridge from the south in the morning rush hour is a case in point, and while one might be tempted to suggest a roundabout there as an alternative to control by lights, how many lanes would be needed to carry the huge volume of traffic, and how many orbits would the unlucky inner man, driven there by new arrivals, have to make before he could force his way out at the appropriate exit? Against that suggestion one may quote the position at Neasden, on the North Circular Road, where formerly a roundabout stood. Some months ago the island was removed and traffic lights were installed.

The secret of the success of the traffic lane system, it would seem, is that the vast majority of the people using it know where they are going, have traversed the route frequently, and can seize an early opportunity to obtain a place in the appropriate queue. It follows, then, that a person who does not know his way and has to navigate by sight may encounter major complications, since he cannot make sure of being in the correct traffic lane until he is sufficiently near a road junction to decide which is his path—and by then it is usually too late.

To site road directions farther from the junctions to which they refer might produce more confusion, and in any case one is often completely surrounded by other vehicles and unable to see a direction board or signpost. In such cases the only remedy is patience and forbearance

while the stranger crosses intervening traffic lanes to find his objective. More reprehensible is the type of driver who knows the way but just will not be bothered to comply with the recognized order of things. Day after day he causes the same hold-up while he plunges, in the last few yards, from one traffic lane to another.

Roadside parking introduces more difficulties, and it often reduces the effective width of the road from three lanes to two, or from two to one. When two obstructions coincide, traffic is often reduced to a one-way crawl. On main trunk roads the increasing provision of lay-by bulges helps to reduce this peril—for peril it is at the cruising speeds of modern traffic. But this is impracticable in town and, while parking may be prohibited to the private motorist during the busy daylight hours, commercial vehicles delivering goods to shops and business premises continue to stop for periods which at times seem inordinately long. One recognizes, of course, the need for this kind of traffic and its right to stop when and where necessary for the efficient conduct of business, but often one sees what seem unnecessarily obstructive examples; often a moment's thought by the driver would lead him to park in a less obstructive position.

# TOWN

The lights say "Go" to traffic about to turn into Trafalgar Square, but pedestrians are still crossing, though one or two on the left are keeping an eye on the traffic.

Another source of turbulence in an otherwise smooth traffic flow is the potterer—the man who, perhaps because his car is elderly, finds that his acceleration and braking powers are not comparable with those of more modern cars. Many such will keep well in to the left, maintain a keen watch on traffic conditions and, with intelligent anticipation, ensure that the relative inefficiency of their vehicles causes the minimum of interference and risk to others. But there are a few who cruise along on the crown of the road, with occasional, unexpected excursions to the pavement edge as the road camber takes up lost motion in the steering.

They may not constitute a grave danger, for warning of an untidy, lackadaisical driver is often given by an untidy, dancing doll and pennant sort of car but, because quite often they are not themselves sure what is going to happen next, such drivers impede traffic waiting to overtake.

An annoying type of driver is the thruster, who knows all the rules and extracts the utmost selfish use from them. Let him get the tip of his bumper in front of that of the car in the next lane and he's in. But in fear lest someone may treat him similarly, he closes up to within a foot of the fellow in front, with a squealing of brakes and, occasionally, a clang of bumpers to show that his judgment is not on a par with his pushfulness. He it is who, if the traffic in front is not on the move as soon as the amber light shows, leans heavily on the horn button; but, if he looks like being last across, he curses the fellow in front and crosses on the last seconds of amber. In other words, a thruster.

A danger of the lane system is to be found in the possibility of abuse. Passing on the inside is an accepted practice in addition to the generally recognized one of overtaking to the left of a car which is turning right; but at all times it is desirable to wait until one is sure the driver in front

Indicator out, and passenger's arm, too, to help a change of lane in Regent Street.

# TYRO IN TOWN . . . continued

Right turn round the back of the policeman who stands well in towards the centre of the Westminster Bridge approach so that traffic from the Embankment may make the turn.

The lanes part as one stream of traffic turns off to the left, the others continuing round Piccadilly Circus.

knows what one is up to. Unless this is done, the occasion will surely arise when the driver attempts the feat with a stranger who, in a split second, will decide he must turn left. This will provide all the ingredients of humble pie, including damaged cars, risk of personal injury and the likelihood of police court proceedings to follow.

I have noticed another form of abuse by the driver who puts his own ends before safety and consideration. For him the traffic lane system is like the fairground dodgems as he rings the changes on the traffic lanes, cutting in, cutting out and making a thorough nuisance of himself—another manifestation of the thruster.

An important variation of driving technique in London compared with many other parts of the country should be noted—in a right turn at a police-controlled crossing. Quite often in the provinces one is directed to the short cut round the corner on the inside of the policeman, while a car turning right from the opposite direction does the same. Seldom does this occur in London, where the usual practice is to take the curve wide round the back of the policeman. Where the crossing is not police controlled, usually cars pass round the back of each other to turn right; where the road is narrow and the corner acute, however, the short cut may be approved, so long as there is a clear understanding between the drivers concerned, and there is no danger of collision with other traffic using the crossing.

At all times it is essential to give adequate and early

Plenty of acceleration and a little body sway, too, as a driver, without giving a signal, swoops across the bows of a staff car, into the left-hand lane.

Last across has an eye for the traffic, though if the other members of the family party had been observant, the crossing might have been made in greater safety.

The street is wide, yet with solid parking at each pavement, the addition of the extra car on the left and two more on the right cuts the free space for traffic to not much more than a car's width.

warning of what one hopes to do—not, be it noted, what one intends to do, for the wayward may have a thin time of it when traffic is thick. Such warnings can be given not only by the recognized signals—hand movement, semaphore arms and winking lights—but also by the careful positioning of the car. A turn of the wheel at the last moment directs the car fractionally to left or right, so that those approaching from the rear may see at a glance what is the aim. In this connection, it should be remembered that faster traffic tends to take the outer lane except where there is normally a major flow of traffic turning to the right, when faster cars will often take an inner lane, if the drivers know in advance that outer lane traffic goes mainly to the right. If such right-turn traffic gives notice in good time and continues to do so, the faster flow may turn to an inner lane and press on without hindrance.

### "After You . . ."

Moving from one lane to another in heavy traffic is more a matter of persuasion than of push—a pointing finger, a nod or wave of assent from the fellow on the rear quarter, and the move can be made. This is also true of turning from a side road into a main traffic stream—one edges out as far as possible and waits, and surprisingly soon someone slows and beckons the waiting car out.

In the crush of peak-hour traffic, every inch of road is of value, and those in doubt of the exact span of their cars might well fit width indicator rods, especially on cars which, in the slab-sided modern way, are more vulnerable than those of the wing and running-board type. In such conditions, also, all-round visibility is at a premium, as drivers of open cars will agree, and the rear view mirror is of even greater value than it often is in a faster, built-up area!

Driving technique must be automatic—one cannot for an instant shift attention to the gear lever from the ever-changing traffic conditions around. The visitor is well advised to avoid motoring in the City in the morning and evening rush hours, for City traffic has too little time to be kind, and he who hesitates is indeed lost. If a rush of traffic carries one past the desired turning it is useless to think of turning back—the thing to do is to take to the side streets and reach the objective by a roundabout route. It is also advisable to avoid such hair-raising traffic concentrations as that at Hyde Park Corner for, confronted by streams of traffic hurtling apparently in all directions, the stranger's natural reaction is to go slow. And negotiation of such traffic is possible only if one keeps up with traffic flow, however distressingly speedy it may seem.

In some parts of London directions painted on the road surface help the motorist to take the proper lane in good time; in Paris this method is used extensively and successfully. One would like to see these road surface signs in much greater use here, for they help the driver without requiring him to look elsewhere than on the road—and there are more than sufficient roadside distractions already.

First and most important to the visitor is to have a fairly good idea of where he wishes to go, and much can be achieved by careful study of a street map before the adventure begins, with the chance of occasional refreshers when traffic stops permit. But it is not easy, and the wandering sheep will find himself among wolves. H. H.

To each his own—and not more than a few inches over—as the traffic thickens, yet a car waiting to join the flow from the left is given his chance by the driver on the left.

A venturesome cyclist weaves through the traffic lanes in Parliament Square.

The thin autumn sunshine and the clean air make this Scottish landscape at Crianlarich, north of Loch Lomond and on the way to the Western Highlands, look like a stage backcloth.

# CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

## "Traffic on the Scales"

### Mutual Consideration of American Drivers

[66020.]—To anyone fortunate enough to have motored in many lands, the article "Traffic on the Scales," *The Autocar*, September 24, was of considerable interest. Without having read the Paper, *Driving in the U.S.A.*, of which it was in essence a review, a few additional angles come to mind which add to that interesting comparison between transatlantic and European traffic and road conditions.

A point that is not perhaps sufficiently stressed is the quite remarkable consideration displayed by American drivers towards pedestrians in crowded town areas. It should also be made clear, especially in view of our own driving habits, that the driver in the U.S.A. has as much responsibility rearwards as in front of him. In other words, nobody will dream of moving into another traffic lane without first ascertaining through his mirror that it is safe to do so; hence the experience, at first quite alarming to European drivers, of being overtaken on either side at quite considerable speeds. Traffic lanes are, of course, clearly defined on most main and many secondary roads.

Lights that flash amber during off-peak periods are widely used in the United States and not only on the European Continent; in this connection it is interesting to note that on many main arteries out of the big cities the direction of one-way traffic is habitually reversed to suit peak traffic periods, thus giving the full width of the road when it is most required. This is an admirable way of keeping traffic on the move and is added to by the fact that light changes at consecutive intersections are carefully timed over many surburban miles; thus, if a steady speed of, say, 32 m.p.h. is maintained between intersections, light stops may be avoided right from the heart of a major town to the residential suburbs during the evening rush hour; this is an exhilarating experience!

Cross-country cruising speeds are high, so that a family with children and using just the average American car will think little of driving from San Francisco to New Orleans, a distance of 2,500 miles, in four days, as part of their holiday in the South. Quite frequently minimum speeds are imposed on certain roads, and people unfortunate enough to have a "flat" on either the six-mile-long Bay Bridge or the Golden Gate Bridge in San Francisco are not allowed to change a wheel on the spot, but must be towed away by the Road Patrol, having to foot the bill later!

Finally, one of the most notable features of U.S. road construction is skid-proof surfaces of a quality hardly ever encountered in the Old World; experienced European drivers taking their first ride as passengers in an American car, in a downpour and at undiminished traffic speeds, very soon feel the need for a strong reviver—even in a dry State!

London, S.W.1.

W. HUTTON,
Foreign Touring Adviser,
G.B. Car Club.

## Safety Factors

### A Personal Opinion

[66021.]—Recently I drove two cars over an identical journey of 70 miles on two consecutive days and the difference in their handling shocked me into querying whether manufacturers are justified in neglecting safety factors in favour of size. One car was a 1½-litre, small saloon, the other was of about 2 litres and comparatively enormous. Being far from experienced in driving many different makes of cars, differences of handling are of very noticeable importance to me; as I have no technical knowledge whatsoever I have no previous prejudices for or against.

Though the engine was so much smaller I found that I was taking nearly 20 minutes less to do the journey in the small car. With the large car the amount of roll on corners, the abominable susceptibility to camber when overtaking, the woolly steering and the fact that I was completely clueless as to the whereabouts of my left-side wing, more than offset the advantages of higher power, the road being both hilly and winding. Both cars were the same age, both cost under £1,000, with the small one very slightly more expensive than the larger one. The small car felt rigid, businesslike and dead accurate, from its steering to its central gear change. The big car pitched and rolled and the steering wheel gear change was a very hit or miss affair. Yet, for one of the small variety you see ten of the larger, handled as often as not by the less capable drivers because they like the soft springing and the roominess.

Factories, shops and so on have their strict safety rules. Surely the road needs them every bit as much, and there should be certain rigid conditions laid down for a car's safety performance. If one manufacturer can build a safe car then they all can. Personal preferences should not be allowed to interfere with such vital points as accurate versus woolly steering. If we had fewer gadgets and more attention to handling there might be fewer accidents. CONSTANCE WOOD.

Morpeth, Northumberland.

## Good Points

The Importance of the Line of Sight

[66022.]—Mr. J. M. Hewett [65982] has made some excellent points regarding the desirable features of a car. I would add driver's line of sight, and place it at the top of his list.

At one time the shorter driver had difficulty in seeing over the wheel; now the six-footers have to stoop to see through the windscreen. Surely manufacturers realize that, for comfort, a driver must be able to sit with his shoulders square and head erect.

In the new model referred to by Mr. Hewett it would be so easy to make the hinges and floor supports for the seats variable. Alas, the six-footer must round his shoulders, bend his neck and long for a higher line of sight. BRIAN M. ROBINSON.

Newcastle-on-Tyne, Northumberland.

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Not Flush Floors, Please

[66023.]—I agree entirely with five of the six qualities that Mr. J. M. Hewett [65982] desires to find in his ideal car, but disagree vehemently with the "floor flush with the doorsills to make easy the brushing-out of the interior."

It certainly does; but it also makes inevitable the loss of gloves—usually singletons, which, in darkness, have fallen out of the locker or are unknowingly kicked out as the driver extricates his feet. I have, as a legacy from my last flush-floored car, three beautiful, almost new, leather gloves—all the same type, but all left-handers, and thus no use, even for gardening. My newest four-wheeler, too, has a flush floor and sliding doors. Now, I suppose, I'll have the satisfaction of losing gloves in pairs. DORMOBILE.

Newport, Essex.

## Warnings

What About a Plan of the Bend ?

[66024.]—Whilst I agree with Mr. H. A. P. Phillips [65986] that some indication should be given of the acuteness of an approaching bend, I do think his suggestion is a little complicated. Surely, a more simple solution would be to erect signs showing a plan of the bend, similar to those seen on race circuits?

This would save the motorist from wondering whether the road ahead was really like the meaningless squiggle now used to herald a bend, or trying to remember what action to take after a sign bearing a figure three. ALAN C. BRODRICK.

Oxford.

## Earls Court

Route Marking on the Underground ?

[66025.]—When something like half a million people visit the Show at Earls Court, and a great proportion travel by Tube, would it not be possible for London Transport to erect signs at all main Tube stations similar to the R.A.C. guide signs which are so helpful above ground when one is travelling by car? How many people got on the wrong train at Notting Hill Gate after changing stations?

In the Show itself I would suggest, as an addition to the floor plan of exhibitors displayed at several points in the galleries, that all firms' names, in alphabetical order with stand numbers, should be displayed. I don't think this would interfere with catalogue sales. G. F. PEARSON.

Mansfield, Nottinghamshire.

## Car Parks

Betting on a Certainty

[66026.]—I wonder if other readers have suffered damage to their cars, as I have, when they have been left in the care of uniformed attendants in an official car park? Admittedly the charge made is termed a gratuity and the ticket bears a "no responsibility" clause, but is it right that the motorist must pay and also take full responsibility even when the damage is a direct result of freely admitted negligence by the attendant?

In my case I made a claim on the car park firm concerned; this was referred to the firm's insurance company, and the latter, after cogitating for some four or five weeks, advised me that no claim could possibly exist. If this is true then the insurance company would appear to be on a certainty so far as that policy is concerned! N. O'DAIR.

Stoke-on-Trent, Staffordshire.

## Islands

Justification at Virginia Water ?

[66027.]—While holding no brief for traffic islands, I must remind The Scribe (Disconnected Jottings, October 15) that those at the Wheatsheaf, Virginia Water, are in a 30 m.p.h. area—a short restriction very annoying to main road drivers, being approached downhill in either direction, but necessary in the interests of cross-country travellers from Chertsey to Ascot and *vice versa*. I remember the accidents that used to occur there in pre-restriction days, having lived within 1½ miles of the spot for 20 years.

If the bollards have been wrecked again, I strongly suspect that someone was exceeding the speed limit, as I notice is done, when I travel that way—rather infrequently now—unless the police are visibly present. WALTER H. HARDING.

Witney, Oxfordshire.

## Two Points

Door Skimmers and Crash Helmets

[66028.]—With road safety so much in everyone's mind may I draw the attention of the relevant authorities to the following two points?

Motorists are warned *ad nauseam* of the danger of opening the doors of a stopped car carelessly. Does anyone ever emphasize to cyclists that, if the road is clear, they should allow ample margin in passing a parked car? I live on a wide road with a long, gradual slope, and I notice that cyclists of all ages appear to enjoy coming down it fast and skimming as close as possible to cars parked along it.

I observe that police motor cycle patrols now wear black crash helmets. At dusk, before lighting-up time, and against certain backgrounds, it is almost impossible to see these men, who are often travelling at speed. This uniform may be excellent for trailing motoring miscreants, but it certainly does nothing towards promoting road safety; in certain circumstances, such as when one is overtaking, it can be extremely dangerous. The R.A.C. patrols wear white helmets which show up well.

London, W.C.1. R. WALKER.

## Output

Giulietta and Jaguar

[66029.]—Your remarks in the Show Review Number (*The Autocar*, October 29) about the 65 b.h.p. extracted from the engine of the Alfa Romeo Giulietta Sprint are very interesting; but may I put in a modest word for an equally remarkable engine in a now somewhat elderly British car? My 1947 1½-litre Jaguar develops the same power from a production engine larger than the Giulietta by fewer than 500 c.c., and it gets it at only 4,200 r.p.m. instead of 6,000.

The interior of the car, with its aircraft-type instruments, including a rev counter, a water thermometer, ammeter and oil pressure gauge mounted in a polished wood instrument board, its comfortable large spring-spoke wheel (four spokes, please—none of your hideous modern, gap-toothed, T-spoke, or—worse

# CORRESPONDENCE . . . . . continued

still—"kiddicar," two-spoke horrors) make it also a driver's car. It has an air of solid comfort and luxury of which the modern generation of medium-priced car owners has simply no idea. It has carried my family and myself twice to Spain and over most of France. It still has a lively performance and its braking, steering and road-holding are first class.

It cost, in January, 1947, about £700 *including* purchase tax. Why was such a car ever discontinued? A. BARTLE.

London, N.14.

## Highway Code

### The Brake-Light Signal Should be Recognized

[66030.]—I see that, in the new Highway Code, the use of the "stopping or slowing" signal is recommended instead of the "turning right" signal as originally suggested, when stopping at a pedestrian crossing. I suggest that, to make this improvement effective, it should also be made clear that the brake-indicator light is as good a signal as hand-flapping (there seems to be some doubt on this point). It might be a further advantage if cars were fitted with a push-button to operate the brake light before braking; after all, we do not rely on the steering gear to switch on the traffic indicators.

Alton, Hampshire. M. BOWMAN-MANIFOLD.

## Quotation

### Further Information Needed

[66031.]—I believe that some time back you published an article on a vintage Bentley, the title of which was "That (or Which?) Time Adorns," (*The Autocar*, April 9). If I am not mistaken that is part of a quotation from Byron which happens to be on a silver plate on the cover of the blower of the 1931 4½-litre Bentley which I own. I have been trying both here and through friends in England to identify the quotation but so far without success, and a friend thought, because you had used part of it for the title of an article in one of your issues some time back, that you might be able to help us identify it. The quotation reads:—

*"That there are forms which time adorns*
*Not wears, and to which beauty obstinately clings."*

Oyster Bay, New York. ROBERT E. DEGRAFF.

[A search fails to reveal the source. Can any reader help?—ED.]

## Confusion

### Winkers in Disfavour

[66032.]—Having waited patiently for *The Autocar* to take up the cudgels against the abominable "winker," I feel that it is time I made my protest. I find it difficult to imagine a more idiotic way of signalling one's intention of turning out of a traffic stream. The introduction of this instrument has brought into play an entirely new form of mental calculation.

The driver now needs to work out how late he can leave his braking so as not to obliterate his wink with his brake lights, and yet not get rammed in the process. The following driver, having detected that the driver in front has positioned himself as if to turn, then has to decide by a method of comparison and elimination whether a winker is giving him confirmation of his original detection—and all this in a haze of reflectors, number plates, tail lights and brake lights (the latter probably coming on intermittently under slight braking).

As the authorities have decided that this system is good for us, they might at least lay down the law as to the positioning of indicator lights in relation to all other lights on the vehicle.

Cowbridge, Glamorganshire. A. J. C. PROCTOR.

[*The Autocar* has never supported "winkers" against semaphore arms.—ED.]

## Self-criticism

### Sensibly Used Performance Makes for Safety

[66033.]—There has been some correspondence in *The Autocar* about the effect of the sports car on the pedestrian and motoring public. These letters have raised points which could well do with more discussion.

I have owned a 10 h.p. M.G. for several years, and am well used to being a red rag to many bulls. Fortunately for all concerned, I graduated to my sports car via an old Ford Eight, with bouts on an autocycle thrown in, so I have had several viewpoints in my time.

I agree that there seems to be a feeling of dislike among pedestrians for the sports car and its driver. I think the dislike is born of apprehension; the non-driver does not realize that the exhaust note, which gives Mr. J. H. Bradfield [65897] (and all of us) such joy, emanates from an engine and vehicle which are controlled as easily as most cars, and better than a good many which sound less fierce.

The dislike of the ordinary car driver for the sports car on the high road arises, I think, from the general lack of appreciation of the performance of the sports car when compared with a saloon car of similar power.

I am no advocate of passing cars on bends, brows of hills, or in the teeth of oncoming vehicles, but it is when such manœuvres are forced upon us that those who have not known the ease of control of a good sports car should realize that we are not always so foolhardy as we may seem.

That brings the other point raised by Mr. Bradfield's letter. I do not see any solution to the problem of the slow driver on the crown of the road, other than greater police patrolling. But I would like to draw attention to the growing misapprehension among drivers of all types of fast cars that superiority of speed gives superior right to the road. Nothing could be further from the truth or more liable to cause accidents.

Hereford. PHYLLIS M. JACKSON.

## Double Dipping

### Are The Bulbs At Fault?

[66034.]—Recent reports condemning double-dip head lamps, although basically correct when levelled against the type of bulb in current use in the U.K., are not justified when applied to the Continental type of head lamp bulbs.

The U.K. type of bulb, which has the dip filament mounted above the main filament, does not give a good cut-off of the upper part of the beam when dipped—hence glare and the inability of the driver to tell, without suitable warning lights, whether he is on full beam or dipped beam. The Continental type of bulb has the dipped filament mounted in front of the main filament and is shrouded on the underside. Thus, when dipped, no light reaches the lower half of the reflector and a positive cut-off of the upper half of the beam is obtained.

The writer, who has had nine years' driving experience on the Continent (mostly in Germany), tried both types of bulbs in his car. When using the U.K. type bulb, other road users were constantly "blinking" him to dip, although the main beam warning light fitted to the car showed that the lights were dipped. Immediately the U.K. bulbs were changed for the Continental pattern, "blinking" ceased.

Last year the writer paid a visit to U.K. where the road discipline and manners generally were a tonic after Continental driving, but, oh—those head lights! It is the pattern of the bulb and not the "double dipping" principle which is at fault, as Continental experience shows.

G. L. BROOKES, A.M.S.E., Grad.I.E.D.

B.A.O.R., 34.

[Further discussion of this subject will be found in the article on pages 772-775.—ED.]

## U.S. Market

### Detroit Product Now Unbeatable?

[66035.]—The decline of American interest in sports cars and European cars generally is easy, if untactful, to explain, and has little to do with "overproduction" or "mild economic recession." The truth is that the honeymoon is over. Five years ago Detroit was still groping for a standard, and the European form of motoring was novel, thrifty, agile and well-leathered. It was fascinating to witness just how much work a small engine could accomplish, and sliding roofs were lots of fun. Now, however, Detroit has found its form, and for the price of, say, a Ford Zephyr, one can have eight cylinders, 160 brake horsepower, three speeds and overdrive or chore-saving torque-converter, plus all the space and stamina needed on a big continent. Steering and brakes may still be non-Alpine, but they suit the home environment. Even a lifelong admiration of European culture and an awareness of the oh-so-human aspects of the U.S. scene have a hard time when faced with such an offering.

A second major factor is the attitude of industry. The American manager plunges into combat, ulcers ablaze, to give the customer more and more new features that add up to the unique "hunting dog" shape—tail up, nose down—complete with ball-joint suspension, quadruple carburettors, narrow rod bearings and visibility. In contrast, although they may have started with a certain technical superiority, even the large, rich European makers are content to offer a model unchanged for five years, or they build half a dozen very costly racers while their bread-and-butter model totters about under side-valve

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# CORRESPONDENCE . . . . . continued

propulsion, excellent as it may be of its type. This is the consumer's day in Transatlantica, and having been appeased, he now judges the manufacturer severely. The shift to the Volkswagen (*The Autocar*, October 8) is a sort of last attempt on the part of the faithful enthusiast to find, in an imported car, modern features which match the new domestic offering. Yet even the Volkswagen is, for U.S. conditions, a sad little apple, full of features which cry out for further improvement.

In short, the American car has just about reached the peak of a span that started in 1932, and it is hard to resist, at home. The coming pressures of sales competition in Europe may well bring technically exciting low-cost cars, but they will have to come soon to keep Western Hemisphere markets.

Pottsville, Pennsylvania. H. CLAPPIER.

## Action !

### The Clubs and the Road Situation

[66036.]—May I offer you congratulations upon your editorials and the case you are continually presenting for improved roads and better conditions for motoring? Recently this club, having viewed with increasing alarm and dismay the apparent apathy and *laissez-faire* which has all too frequently prevailed nationally and locally respecting roads and road conditions, has appointed a sub-committee to consider the subject and make representation on it. Already we have received a visit from the borough engineer, Mr. J. A. Kenyon, M.I.C.E., who spoke at length upon the difficulties the council and he were meeting in their efforts to make improvements. We have also submitted proposals to the R.A.C.

May I suggest that all the prominent motoring clubs follow our example by appointing a sub-committee, and let their action be one of attack, remembering that last year the Government collected £387,000,000 in taxes from the motorist, but spent only £33,000,000 on road works.

A. V. BUTTRESS, Hon. Secretary,
Middlesbrough and District M.C.

Middlesbrough, Yorkshire.

## Mirrors

### A Case for a "Driver Prune" ?

[66037.]—The vexation that Mr. R. Knoller [65999] feels when, in an emergency, he finds that his wing mirrors are badly adjusted, is unlikely to be shared by those who have flown an aeroplane. A cockpit check is an essential duty for the "driver" of an aircraft, and if, by neglecting any part of that duty, the pilot damages himself or the machine, he is guilty.

To find one's driving mirrors out of alignment can, I agree, be extremely annoying, but if the maladjustment leads to an accident, it is, in my submission, the driver who is largely at fault. He is as blameworthy as the pilot who fails to check his aileron and elevator settings before take-off.

I realize that it would not be possible to subject every motorist to the kind of training that is received by pilots. I feel, however, that some of the training methods might help. For example, the publishing of the exploits of that legendary character, Pilot Officer Prune, has been responsible for saving many lives in the air. Perhaps the advent of an equally gormless motorist might save as many on the roads. C. G. GREY.

London, N.W.3.

## Exposure

### Readers' Experiences Required

[66038.]—I would like to hear the experience of some of your readers who use their cars every day and leave them out at night.

Have they found deterioration rapid over a long period, and is a tarpaulin adequate protection? E. RIDDELL.

Coulsdon, Surrey.

## Automatic Transmissions

### An Alternative for Disabled Motorists

[66039.]—Mr. J. V. Garnett, in his letter [65996], implies that automatic transmission is almost a necessity for disabled drivers. Personally I should loathe it. As I seem to be similarly handicapped, i.e., useless legs and weak arms, may I suggest an alternative? After messing about with preselector-geared cars, I decided I wanted a good, honest gear lever to push about again, so I purchased an old 3½-litre Bentley and fitted a Laystall T.P.D. traffic clutch (cost £9 secondhand). This simplifies manœuvring and enables me to come to a halt with the car still in gear. To change gear I simply press a button on top of the gear lever, which puts the clutch out, accelerate the engine with the hand throttle if changing down, and use the gear lever in the ordinary way. The change from third to second or second to first requires some skill as there is no synchromesh on these gears.

I do most strongly recommend a hand-controlled throttle placed on the steering wheel, so that one can drive with both hands on the steering wheel all the time; this is not usually fitted in hand control conversions. I, personally, have an old type motor cycle throttle lever mounted on a spoke of the steering wheel with the Bowden cable running down through the centre of the steering column.

May I add that this old Bentley saloon, in spite of its size and 20 years on the road, is a delight to drive and is easier to handle than its predecessors. I scarcely like to mention it, but when taking an open corner fast on a wet road, it can be made to slide like a sports car, and is just as easily controlled.

I write this in case any disabled motorists, who love driving as I do, feel that they must be condemned to cars fitted with automatic nonsenses. E. M. W. CLIFF-MCCULLOCH, Major.

Newton-Stewart, Wigtownshire.

## Modern Trends

### An Advanced Design of the 'Thirties

[66040.]—I was very interested to read in the Show Review issue (October 29) of *The Autocar* the latest trends in engine design.

However, it would be well to remind your younger readers (this includes myself, as I am still in my twenties) that the modern trend represents few new ideas.

I had my eyes opened on this point when, in August this year, I purchased a 1932 Invicta fitted with what I was told is a Blackburne engine.

This has six cylinders (1,800 c.c.), twin o.h. camshafts (rollers on the rockers), inclined valves, hemispherical combustion chambers, and it is fed by three S.U. carburettors and evidently was intended to have a dual exhaust system. The only things outdated are the non-alloy head, long stroke, and the excellent craftsmanship synonymous with British cars of the 'thirties. I have not yet had this car on the road; it is still in the body building stage, but I expect it to have plenty of urge when opened up.

I would be very pleased to hear from any readers who may have had experience with this model; I am still in the dark on several points. C. E. ROBINSON.

Bournemouth, Hampshire.

[Letters will be forwarded.—ED.]

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# CHRYSLERS RESTYLED

## 250 b.h.p. Output: 1955 Models are Expected Retort to Two Main Rivals

This is one of the Windsor body styles, powered by a new 188 b.h.p. V-eight engine. Note the chromium strip of constant width all the way along the side. Below: On the New Yorker de luxe the chromium strip widens towards the rear —an original touch. The car has the 250 b.h.p. engine.

As expected, the 1955 Chryslers have been extensively restyled; opinion has been freely voiced in the U.S.A. recently that the General Motors and Ford sales lead over the Chrysler Corporation was the result of superior styling; acknowledgment has always been made to Chrysler engineering, and it will be recalled that the Corporation demonstrated America's first gas turbine car—a Plymouth with heat exchanger. Something comparable with gas turbine output figures—250 b.h.p.—is available from the Firepower V-eight engine which powers the 1955 New Yorker range; this used to provide 235 b.h.p. A completely new V-eight engine replaces the in-line six-cylinder of the Windsor cars; this one develops 188 b.h.p.

The new styling is reasonably straightforward of its rather massive kind, but not even the most pro-American motorist could claim that it is elegant; massive, perhaps, and with an overweighted appearance, if there is virtue in those attributes. On the other hand, there is an homogeneity about the front end that makes sense, bumper, grille and indicator surrounds making up a single brightwork design. No loss of interior body width has taken place with the restyling, 3in more hip-room having been provided at the front and four at the rear. There are three body ranges—New Yorker, Windsor and Imperial.

The Firepower V-eight engine is one of the most notable American power units. It is an oversquare $5\frac{1}{2}$-litre (96.8 × 92.1mm bore and stroke) and the compression ratio has been raised from 7.5 to 8.5 to 1; 6.5 and 7.5 to 1 ratios are available optionally. Overhead valves operate in hemispherical combustion chambers. The new and smaller V-eight, called the Spitfire, follows a similar layout and has a standard compression ratio of 8 to 1, with 6.5 to 1 as an optional. There have been revisions in the suspension, steering linkage and unit-body construction.

Powerflite automatic transmission (which employs a torque converter) and power steering, taking 80 per cent of the effort away from the driver, are among the many extras available to owners.

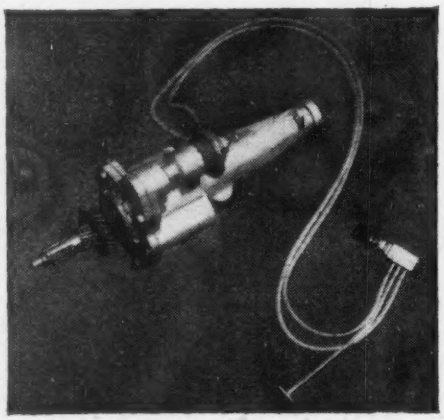
# OVERDRIVE FOR FORDS

An item of interest to owners of Ford Consul, Zephyr and Zodiac models comes in the announcement of an overdrive mechanism which has been designed specifically for these cars. It is a compact unit, which is fitted to the rear of the gear box; in essentials, it consists of an epicyclic gear train which can be engaged at will to reduce the ratio, and thus step up the gearing, of any of the three forward speeds of the standard Ford gear box.

The ratio of the overdrive is 0.743 to 1; thus the normal 4.44 to 1 top gear becomes 3.3 to 1 with the overdrive in use. This increases the road speed at an engine speed of 1,000 r.p.m. in top gear from 17.5 to 23.5 m.p.h.; considered in another way, the engine speed at 60 m.p.h. in top gear is reduced by the engagement of the overdrive from 3,427 r.p.m. to 2,546 r.p.m.

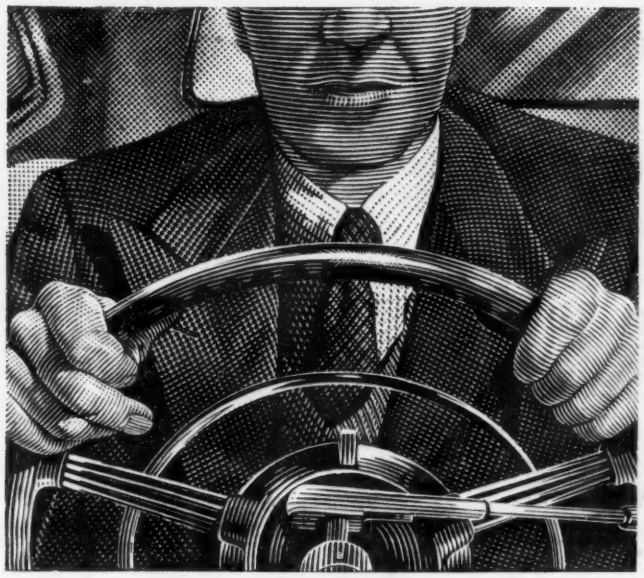
Engagement is effected by the inlet manifold depression of the engine, control being by a small knob conveniently placed on the instrument panel. The necessary vacuum pipes for control of the unit are flexible to permit relative movement between transmission and car body. It is necessary only to release the accelerator pedal momentarily and push or pull the control knob (depressing the accelerator again immediately when changing back into direct drive); engagement cannot take place until the relative speeds of the dogs are synchronized, and no untoward shock can result to the transmission.

The advantages of an overdrive are by now generally appreciated; a saving in fuel costs, and a reduction in wear and tear on the engine when high cruising speeds are indulged in, are two of the main points involved. The new unit is called the HandA, and its price is £40 10s, plus a fitting charge of £5. Ford dealers throughout the country have been informed of its availability, and examples are already fitted to a number of demonstration cars in dealers' hands. The world selling agents are Vehicle Developments, Ltd., 213-215, Gloucester Place, London, N.W.1.



**The HandA overdrive unit, complete and ready for fitting. Operation is by** the depression in the inlet manifold.

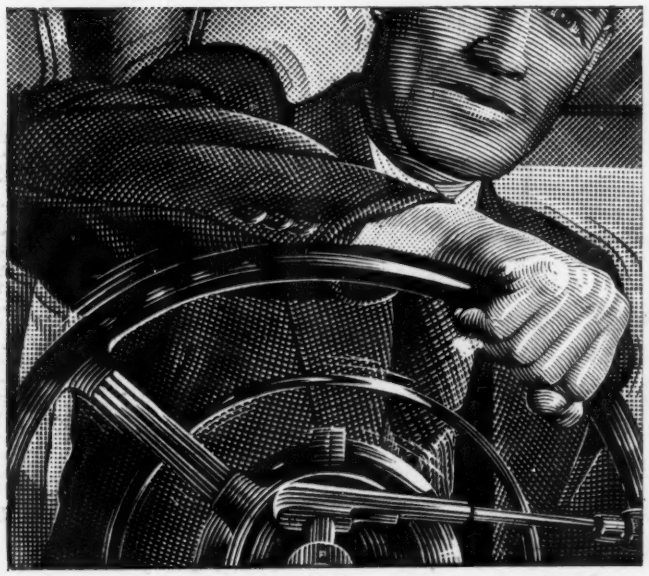
# Do you value YOUR safety - and fit FERODO ANTI-FADE BRAKE LININGS



If only brake drums wouldn't get so 'het' up! There's no denying, 300° centigrade is an uncomfortable heat for brake linings to be pressed tightly against. That's why some linings 'fade' and let matters slip; and if brake fade happens when an emergency stop is needed—tragedy can quite easily result. It's something to think about.

The Ferodo organisation, with its unrivalled research talent and testing facilities, make Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control. So when your brakes do need re-lining, remember to *ask* for Ferodo—the Anti-Fade Brake Linings.

## - or don't you think about it?



### THIS LABEL...

is proof that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings. It is orange and black and should be tied to the steering wheel of your car. The label is issued with every set of Ferodo Linings, so please make sure you are given it.

FERODO LIMITED · CHAPEL-EN-LE-FRITH
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# —Always first Now first

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# TYRESOLES + PLUS + with the 'NEW TYRE LOOK'

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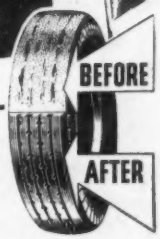
# TYRESOLES

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Now is the time to have your car correctly lubricated for winter, as recommended by every motor manufacturer. Drain and refill at the sign of the Flying Red Horse with Mobiloil Arctic (or Mobiloil A, if recommended for your car). And for Flying Horsepower this winter, use Double Powered *Winter* Mobilgas Special —the new petrol from Britain's newest refinery.

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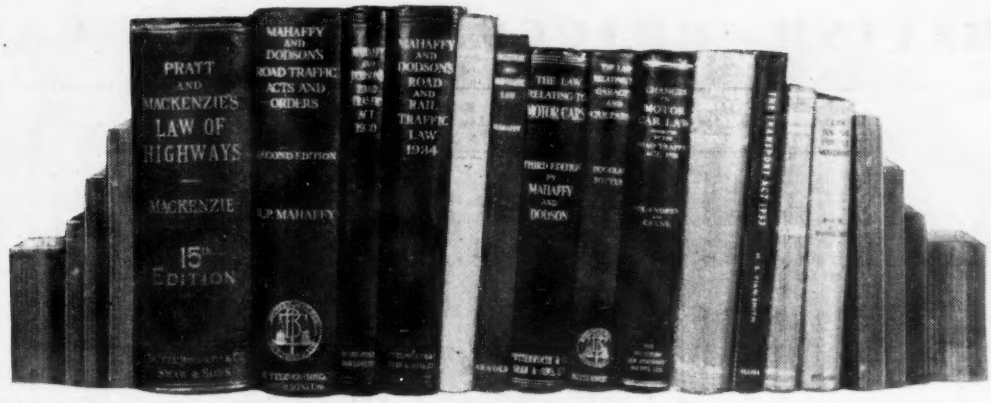



# ASPECTS of the LAW

## No. 10: THIRD-PARTY INSURANCE

THE subject of insurance against third-party risks is dealt with in Part II of the Road Traffic Act, 1930, and further provisions have been made by regulations made under the Acts. The principal offence under the Road Traffic Act, 1930, is that of using a motor vehicle uninsured against third-party risks. Section 35 says, "It shall not be lawful for any person to use, or cause, or permit any other person to use a motor vehicle on a road unless there is in force in relation to the user of the vehicle by that person, or that other person as the case may be, such a policy of insurance or such a security in respect of third-party risks as complies with this part of this Act."

A person is liable, upon conviction under this section, to a fine of £50 or to three months' imprisonment or both. In addition to these penalties, an offender "shall (unless the Court for special reasons thinks fit to order otherwise, and without prejudice to the power of the Court to order a longer period of disqualification) be disqualified from holding or obtaining a licence . . . for a period of twelve months."

Not only the person actually using the uninsured vehicle, but any person causing or permitting him to use it, is acting in breach of the statute. Thus, if someone allows his car to be driven by a person who is not in possession of a driving licence, it is likely that the policy of insurance will not cover the car while it is being so driven. In such a case the driver of the car could be convicted of using it without insurance, and the owner of permitting it to be used without insurance. Of course, if a person drives another's vehicle without his consent (say, for a stolen joy-ride), the owner will not be held liable for permitting the vehicle to be used.

### Third Party

The Road Traffic Acts of 1930 and 1934 and various regulations made under them set out the legal requirements of an effective insurance policy so far as third-party risks are concerned. The basic condition is laid down by Section 36 (1) of the 1930 Act, which says: "A policy of insurance must be a policy which (a) is issued by a person who is an authorized insurer . . . and (b) insures such person, persons, or classes of persons as may be specified in the policy in respect of any liability which may be incurred by him or them in respect of the death of or bodily injury to any person caused by or arising out of the use of the vehicle on a road." This is the basic requirement upon which the policy must be built. The actual terms of the insurance contract may vary considerably with each individual policy. The policy-holder only may be covered, or persons driving with permission of the policy-holder.

Sometimes the meaning of the terms is clear, but frequently it is very difficult to determine the exact scope and meaning of words and phrases limiting cover in a policy. In practice, most prosecutions for this offence are brought by the police, who give evidence, for example, that the defendant was seen driving a motor vehicle and that he produced an insurance certificate which had expired, and was unable to produce a current certificate—or that he produced a certificate which showed that he was not covered under its terms. One of the requirements for policies laid down in the 1930 Act is that the insurance company must supply to the person insured a document known as a Certificate of Insurance. The Act says that "A policy shall be of no effect for the purposes . . . of this Act unless or until there is delivered by the insurer to the person by whom the policy is effected, a certificate in the prescribed form and containing such particulars of any conditions subject to which the policy is issued and of any other matters that may be described." It was decided in a 1936 case that if a car is used on a road by the assured when the insurance certificate has not been delivered to him or his agent an offence is committed.

### Production of Certificate

It is this certificate of insurance that is required, under Section 40 of the Road Traffic Act, 1930, to be produced to the police. This section says, "Any person driving a motor vehicle on a road shall, on being so required by a police constable, give his name and address and the name and address of the owner of the vehicle, and produce his certificate, and if he fails to do so he shall be guilty of an offence." The words in the section, "produce his certificate," mean produce for examination the relevant certificate of insurance or other evidence that the vehicle is not being driven uninsured. Section 40 goes on to provide that a person shall not be convicted of this offence of failing to produce his certificate to a constable if, within five days, he produces it in person at "such police station as may have been specified by him at the time its production was so required."

Subsection (2) of this section creates a further obligation. It says, "In any case where, owing to the presence of a motor vehicle on a road, an accident occurs involving personal injury to another person, the driver of the vehicle does not at the time produce his certificate to a police constable or to some person who having reasonable grounds for so doing has required its production, the driver shall, as soon as possible and in any case within twenty-four hours of the occurrence of the accident, report the accident at a police station or to a police constable and thereupon produce his certificate." The five days grace applies.

Finally, under Subsection (3) of Section 40, it is made the legal duty of the owner of a motor vehicle "to give such information as he may be required by or on behalf of a chief officer of police to give" for the purpose of determining whether or not a vehicle was being driven uninsured.

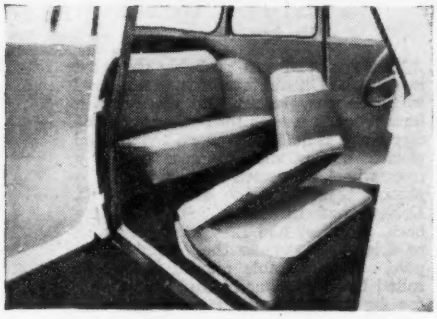
BARRISTER-AT-LAW.

# BRITISH PRICES OF NEW CARS

| | British List Price £ s d | British Total Price £ s d |
|---|---|---|
| **A.C** | | |
| 2-litre 2-door ... | 1,027 12 2 | 1,456 18 1 |
| Four-door ... ... | 1,107 19 4 | 1,570 14 11 |
| Ace sports 2-seater ... | 1,015 0 0 | 1,439 0 10 |
| Aceca coupé ... ... | 1,215 0 0 | 1,722 7 6 |
| **ALFA ROMEO** | | |
| 1900 ... ... ... | 1,850 0 0 | 2,621 19 2 |
| 1900 Super Sprint ... | 2,500 0 0 | 3,542 15 10 |
| Giulietta ... ... | — | — |
| **ALLARD** | | |
| Palm Beach, 4-cyl., 3-seater ... ... | 720 0 0 | 1,021 2 6 |
| 6-cyl. 3-seater ... | 750 0 0 | 1,061 12 6 |
| 2½-litre saloon ... | 1,250 0 0 | 1,771 19 2 |
| K.3 3-seater ... ... | 1,100 0 0 | 1,559 9 2 |
| Monte Carlo ... ... | 1,375 0 0 | 1,949 0 10 |
| Safari estate car ... | 1,375 0 0 | 1,949 0 10 |
| **ALVIS** | | |
| 3-litre ... ... ... | 1,285 0 0 | 1,821 10 10 |
| Coupé... ... ... | 1,360 0 0 | 1,927 15 10 |
| **ARMSTRONG SIDDELEY** | | |
| Sapphire (synchro-mesh box) ... ... | 1,215 0 0 | 1,722 7 6 |
| Sapphire (preselector) | 1,285 0 0 | 1,821 10 10 |
| Sapphire (automatic) | 1,404 0 0 | 1,990 2 6 |
| **ASTON MARTIN** | | |
| DB2-4 ... ... | 1,925 0 0 | 2,728 4 2 |
| Drop-head coupé ... | 2,025 0 0 | 2,869 17 6 |
| DB3S competition ... | 2,600 0 0 | 3,684 9 2 |
| **AUSTIN** | | |
| A.30 Seven 2-door ... | 335 0 0 | 475 14 2 |
| Four-door ... ... | 355 0 0 | 504 0 10 |
| Countryman ... ... | 395 0 0 | 560 14 2 |
| A.40 Cambridge 2-door | 458 0 0 | 649 19 2 |
| Four-door ... ... | 468 0 0 | 666 12 6 |
| A.50 four-door ... | 478 0 0 | 678 5 10 |
| A.90 Westminster ... | 558 0 0 | 791 12 6 |
| A.135 Princess ... | 1,540 0 0 | 2,182 15 10 |
| Limousine ... ... | 1,590 0 0 | 3,253 12 6 |
| Limousine, L.W.B. ... | 1,750 0 0 | 2,480 5 10 |
| Saloon, L.W.B. ... | 1,750 0 0 | 2,480 5 10 |
| **BENTLEY** | | |
| Chassis ... ... | 2,270 0 0 | 3,216 19 2 |
| Sports saloon ... | 3,100 0 0 | 4,392 15 10 |
| Radford Countryman | 3,880 0 0 | 5,497 15 10 |
| Abbott saloon ... | 4,260 0 0 | 6,036 2 6 |
| Park Ward D.H. coupé | 4,280 0 0 | 6,064 9 2 |
| Hooper 4-door ... | 4,445 0 0 | 6,298 4 2 |
| James Young 4-door | 4,595 0 0 | 6,510 14 2 |
| Continental Park Ward saloon ... | 4,600 0 0 | 6,517 15 10 |
| Park Ward coupé ... | 4,600 0 0 | 6,517 15 10 |
| Mulliner sports saloon | 4,890 0 0 | 6,928 12 6 |
| **B.M.W.** | | |
| Type 501 ... ... | 1,400 0 0 | 1,984 9 2 |
| Type 502 ... ... | 2,100 0 0 | 2,976 2 6 |
| F.H. coupé ... ... | 2,750 0 0 | 3,896 19 2 |
| **BORGWARD** | | |
| 1500 Isabella ... ... | 792 0 0 | 1,123 13 10 |
| 2400 sports saloon ... | 1,281 4 0 | 1,816 3 2 |
| Saloon (Hansamatic)... | 1,373 8 11 | 1,946 16 10 |
| 2400 Pullman ... | 1,402 9 2 | 1,987 18 11 |
| Pullman (Hansamatic) | 1,494 14 3 | 2,118 12 8 |
| 1800D diesel 4-door... | 979 7 4 | 1,388 11 3 |
| Station wagon ... | 934 2 11 | 1,324 10 0 |
| **BRISTOL** | | |
| Type 403 ... ... | 2,100 0 0 | 2,976 2 6 |
| Type 404 ... ... | 2,350 0 0 | 3,330 5 10 |
| Type 405 ... ... | 2,250 0 0 | 3,188 12 6 |
| Abbott D.H. coupé ... | 2,250 0 0 | 3,188 12 6 |
| **BUICK** | | |
| Century 4-door ... | 1,897 0 0 | 2,687 10 6 |
| Super 4-door ... | 2,023 0 0 | 2,866 4 1 |
| **CADILLAC** | | |
| Special 4-door ... | 3,105 0 0 | 4,398 17 9 |
| **CHEVROLET** | | |
| Bel Air 4-door ... | 1,270 0 0 | 1,800 5 10 |
| Two Ten 4-door ... | 1,225 0 0 | 1,736 10 10 |
| **CHRYSLER** | | |
| Windsor ... ... | 2,021 0 0 | 2,868 19 6 |
| New Yorker ... ... | 2,318 0 0 | 3,289 19 11 |
| **CITROEN** | | |
| 2 c.v. ... ... ... | 398 0 0 | 564 19 2 |
| Light 15 ... ... | 685 0 0 | 971 10 10 |
| Big 15 ... ... | 740 0 0 | 1,049 9 2 |
| Six ... ... ... | 940 0 0 | 1,322 15 10 |
| **DAIMLER** | | |
| Conquest ... ... | 1,066 0 0 | 1,511 5 10 |
| Coupé... ... ... | 1,225 0 0 | 1,736 10 10 |
| Roadster ... ... | 1,180 0 0 | 1,672 15 10 |
| Hard top roadster ... | 1,235 0 0 | 1,750 14 2 |
| Century ... ... | 1,172 0 0 | 1,661 9 2 |
| 3½-litre Regency ... | 1,640 0 0 | 2,324 9 2 |
| Sportsman's saloon ... | 1,870 0 0 | 2,650 5 10 |
| 4½-litre Regency ... | 1,960 0 0 | 2,777 15 10 |
| Sportsman's saloon ... | 2,190 0 0 | 3,103 12 6 |
| Regina Hooper limousine ... ... | 4 385 0 0 | 6,213 4 2 |
| **DELLOW** | | |
| Mark II Two-seater ... | 448 0 0 | 636 0 0 |
| Mark V Lightweight 2-seater ... ... | 467 0 0 | 662 0 0 |
| **DE SOTO** | | |
| Diplomat Custom ... | 1,460 0 0 | 2,070 5 9 |
| **D.K.W.** | | |
| Sonderklasse ... ... | 669 0 0 | 948 17 6 |
| Coupé... ... ... | 693 6 0 | 983 6 0 |
| Cabriolet 2-seater ... | 903 0 0 | 1,287 9 2 |
| Cabriolet 4-seater ... | 812 0 0 | 1,151 9 2 |
| **DODGE** | | |
| Coronet ... ... | 1,725 0 0 | 2,450 10 10 |
| Royal ... ... ... | 1,830 0 0 | 2,601 4 2 |
| **FIAT** | | |
| 500C coupé ... ... | 403 10 0 | 572 15 0 |
| Station wagon ... | 478 10 0 | 679 0 0 |
| New 1100 ... ... | 563 10 0 | 799 8 2 |
| 1100 TV ... ... | 750 0 0 | 1,063 12 6 |
| 1400A ... ... | 774 0 0 | 1,097 12 6 |
| 1900A ... ... | 980 0 0 | 1,389 9 2 |
| Full-light saloon ... | 1,385 0 0 | 1,963 4 2 |
| **FORD (Br.)** | | |
| Popular ... ... | 275 0 0 | 390 14 2 |
| Anglia ... ... | 360 0 0 | 511 2 6 |
| Prefect ... ... | 395 0 0 | 560 14 2 |
| Consul ... ... | 470 0 0 | 666 19 2 |
| ,, Convertible ... | 570 0 0 | 808 12 6 |
| Zephyr Six ... ... | 532 0 0 | 754 15 10 |
| ,, Convertible ... | 677 0 0 | 960 4 4 |
| Zephyr Zodiac ... | 600 0 0 | 851 2 6 |
| **FORD (Ca.)** | | |
| Customline ... ... | 1,448 17 6 | 2,050 0 0 |
| Thunderbird sports ... | — | — |
| **FRAZER-NASH** | | |
| Mark II 2-seater ... | 2,250 0 0 | 3,188 12 6 |
| Targa Florio Gran Sport ... ... | 2,250 0 0 | 3,188 12 6 |
| Le Mans coupé ... | 2,250 0 0 | 3,188 12 6 |
| Sebring 2-seater ... | 2,500 0 0 | 3,542 15 10 |
| Turismo coupé ... | 1 950 0 0 | 2,763 12 6 |
| **HEALEY** | | |
| Austin-Healey 100 2-seater ... ... | 750 0 0 | 1,063 12 6 |
| 100S ... ... ... | Export only | 1,250 0 0 |
| **HILLMAN** | | |
| Minx Special ... ... | 458 0 0 | 649 19 2 |
| Estate car ... ... | 540 0 0 | 766 2 6 |
| Minx de luxe ... | 480 0 0 | 681 2 6 |
| Convertible ... ... | 520 0 0 | 737 15 10 |
| Californian ... ... | 520 0 0 | 737 15 10 |
| Husky ... ... | 398 0 0 | 564 19 2 |
| **H.R.G.** | | |
| 1½-litre 2-seater ... | 895 0 0 | 1,269 0 10 |
| **HUDSON** | | |
| Jet Liner ... ... | 1,360 0 0 | 1,927 15 10 |
| Italia coupé ... ... | — | — |
| Super Wasp ... ... | 1,630 0 0 | 2,310 5 10 |
| Hornet ... ... | 1,867 0 0 | 2,646 0 10 |
| **HUMBER** | | |
| Hawk Mark VI ... | 695 0 0 | 985 14 2 |
| Touring limousine ... | 775 0 0 | 1,099 0 10 |
| Super Snipe Mark IV ... | 985 0 0 | 1,396 10 10 |
| Touring limousine ... | 1,065 0 0 | 1,509 17 6 |
| **JAGUAR** | | |
| Mark VII ... ... | 1,140 0 0 | 1,616 2 6 |
| XK140 2-seater ... | 1,127 10 0 | 1,598 8 4 |
| D.H. coupé ... ... | 1,160 0 0 | 1,644 9 2 |
| F.H. coupé ... ... | 1,140 0 0 | 1,616 2 6 |
| D-type 2-seater ... | 1,895 0 0 | 2,685 14 2 |
| **JENSEN** | | |
| Interceptor ... ... | 1,700 0 0 | 2,409 9 2 |
| Model 541 ... ... | 1,285 0 0 | 1,821 10 5 |
| Abbott coupé ... | 1,735 0 0 | 2,459 0 10 |
| **KAISER** | | |
| Special 4-door ... | — | 2,250 0 0 |
| Manhattan 4-door ... | — | 2,460 0 0 |
| **KIEFT** | | |
| Sports 2-seater ... | 1,100 0 0 | 1,559 9 2 |
| **LAGONDA** | | |
| Two-door ... ... | 2,260 0 0 | 3,202 15 10 |
| Four-door ... ... | 2,400 0 0 | 3,401 2 6 |
| D.H. coupé ... ... | 2,400 0 0 | 3,401 2 6 |
| **LANCHESTER** | | |
| Sprite ... ... ... | 760 0 0 | 1,077 15 10 |
| **LANCIA** | | |
| Appia ... ... ... | 1,250 0 0 | 1,771 19 2 |
| Aurelia, Series II ... | 2,020 0 0 | 2,862 15 10 |
| Aurelia Gran Turismo 2500 ... ... | 2,450 0 0 | 3,471 19 2 |
| **LEA-FRANCIS** | | |
| Fourteen ... ... | 1,130 0 0 | 1,601 19 2 |
| Estate car ... ... | 1,130 0 0 | 1,601 19 2 |
| Eighteen ... ... | 1,380 0 0 | 1,956 2 6 |
| 2½-litre Sports ... | 1 240 0 0 | 1,757 15 10 |
| **LINCOLN** | | |
| Capri Fordor ... | 2,375 0 0 | 3,479 0 0 |
| **MERCEDES-BENZ** | | |
| 170 S-V ... ... | 975 0 0 | 1,382 7 6 |
| 170 S-D (diesel) ... | 1,125 0 0 | 1,594 17 6 |
| 180 ... ... ... | 1,195 0 0 | 1,694 0 10 |
| 180D (diesel)... ... | 1,260 0 0 | 1,786 2 6 |
| 220 ... ... ... | 1,427 0 0 | 2,022 14 2 |
| 220a ... ... ... | 1,498 0 0 | 2,123 8 3 |
| 300b ... ... ... | 2,329 0 0 | 3,300 10 10 |
| 300S ... ... ... | 3,902 0 0 | 5,528 19 2 |
| 300SL ... ... ... | 3,100 0 0 | 4,392 15 10 |
| **MERCURY** | | |
| V8 Monterey Fordor | 1,806 0 0 | 2,605 14 5 |
| **M.G** | | |
| TF Midget 2-seater ... | 550 0 0 | 780 5 10 |
| Magnette ... ... | 645 0 0 | 914 17 6 |
| **MORGAN** | | |
| Two-seater (TR) ... | 595 0 0 | 844 0 10 |
| Two-seater (Vanguard) | 555 0 0 | 787 7 6 |
| Four-seater ... ... | 580 0 0 | 822 15 10 |
| Coupé, 2-seater ... | 610 0 0 | 865 5 10 |
| Coupé, 4-seater ... | 620 0 0 | 879 9 2 |
| **MORRIS** | | |
| Minor tourer... ... | 373 0 0 | 529 10 10 |
| Two-door ... ... | 373 0 0 | 529 10 10 |
| Four-door ... ... | 395 0 0 | 560 14 2 |
| Travellers' car ... | 422 10 0 | 599 13 4 |
| Cowley ... ... | 495 0 0 | 702 7 6 |
| Oxford ... ... | 525 0 0 | 744 17 6 |
| Traveller ... ... | 580 0 0 | 822 15 10 |
| **OLDSMOBILE** | | |
| Series 88 Super ... | 1,640 0 0 | 2,324 9 2 |
| Super (Two-tone) ... | 1,645 0 0 | 2 331 10 10 |
| Series 98 de luxe ... | 1,985 0 0 | 2,813 4 2 |
| Starfire coupé ... | 2,080 0 0 | 2,947 15 10 |
| **PACKARD** | | |
| Clipper Super ... | 2,180 12 0 | 3,090 6 2 |
| Two-tone ... ... | 2,192 4 0 | 3,106 14 10 |
| **PANHARD** | | |
| Junior sports ... | 807 0 0 | 1,160 0 0 |
| Dyna saloon ... ... | 880 0 0 | 1,280 0 0 |
| **PARAMOUNT** | | |
| Ten tourer ... ... | 625 0 0 | 886 10 10 |
| 1½-litre coupé ... | 675 0 0 | 965 0 0 |
| **PEUGEOT** | | |
| Type 203 ... ... | 695 0 0 | 985 0 0 |
| Station wagon ... | 795 0 0 | 1,129 9 2 |
| **PLYMOUTH** | | |
| Savoy ... ... ... | 1,404 0 0 | 2,045 19 4 |
| **PONTIAC** | | |
| Four-door ... ... | — | 2,050 0 0 |
| Convertible ... ... | — | 3,200 0 0 |
| **PORSCHE** | | |
| Type 356 coupé ... | 1,260 0 0 | 1,786 2 6 |
| Cabriolet ... ... | 1,380 0 0 | 1,956 2 6 |
| Super coupé ... ... | 1,380 0 0 | 1,956 2 6 |
| Super cabriolet ... | 1,500 0 0 | 2,126 2 6 |
| Type 550 Spyder ... | 2,715 0 0 | 3,847 7 6 |
| **RENAULT** | | |
| 750 fixed-head ... | 422 10 0 | 599 13 4 |
| Convertible ... ... | 550 0 0 | 780 5 10 |
| R1063 ... ... ... | 790 0 0 | 1,148 12 6 |
| 2-litre Frégate ... | 829 0 0 | 1,175 10 10 |
| **RILEY** | | |
| 1½-litre ... ... | 800 0 0 | 1,134 9 4 |
| 2½-litre Pathfinder ... | 875 0 0 | 1,240 14 2 |
| **ROLLS-ROYCE** | | |
| Silver Wraith chassis | 2,445 0 0 | 3,464 17 6 |
| Park Ward touring saloon ... ... | 4,695 0 0 | 6,652 7 6 |
| Park Ward limousine | 4,845 0 0 | 6,864 17 6 |
| Mulliner limousine ... | 4,895 0 0 | 6,935 14 2 |
| Hooper limousine ... | 4,845 0 0 | 6,864 17 6 |
| James Young saloon... | 4,970 0 0 | 7,041 19 2 |
| Silver Dawn ... ... | 3,250 0 0 | 4,605 5 10 |
| Park Ward coupé ... | 4,430 0 0 | 6,276 19 2 |
| Radford Countryman | 4,030 0 0 | 5,710 5 10 |
| **ROVER** | | |
| 60 ... ... ... | 820 0 0 | 1,162 15 10 |
| 75 ... ... ... | 895 0 0 | 1,269 0 10 |
| 90 ... ... ... | 915 0 0 | 1,297 7 6 |
| **SIMCA** | | |
| Aronde ... ... | 599 0 0 | 849 14 2 |
| **SINGER** | | |
| S.M. roadster... ... | 510 0 0 | 723 12 6 |
| Hunter ... ... | 687 10 0 | 975 1 8 |
| **SKODA** | | |
| 1200 ... ... ... | 630 0 0 | 893 12 6 |
| Station wagon ... | 700 0 0 | 992 15 10 |
| **STANDARD** | | |
| Eight ... ... ... | 339 0 0 | 481 7 6 |
| Ten ... ... ... | 409 0 0 | 580 10 10 |
| ,, Estate car ... | 460 0 0 | 652 15 10 |
| Vanguard ... ... | 555 0 0 | 787 7 6 |
| ,, Estate car ... | 633 0 0 | 897 17 6 |
| **SUNBEAM** | | |
| Mark III ... ... | 795 0 0 | 1,127 7 6 |
| Convertible ... ... | 845 0 0 | 1,198 4 2 |
| Alpine 2-seater (with overdrive) ... ... | 855 0 0 | 1,212 7 6 |
| **SWALLOW DORETTI** | | |
| Mark I 2-seater ... | 777 0 0 | 1,101 17 6 |
| **TRIUMPH** | | |
| TR2 2-seater ... ... | 625 0 0 | 886 10 10 |
| TR2 Hard top ... | 670 0 0 | 950 5 10 |
| Renown ... ... | 775 0 0 | 1,099 0 10 |
| **VAUXHALL** | | |
| Wyvern ... ... | 495 0 0 | 702 7 6 |
| Velox ... ... ... | 535 0 0 | 759 0 10 |
| Cresta... ... ... | 595 0 0 | 844 0 10 |
| **VOLKSWAGEN** | | |
| Saloon... ... ... | 422 10 0 | 599 13 4 |
| De Luxe ... ... | 486 0 0 | 689 12 6 |
| **WILLYS** | | |
| Ace ... ... ... | 1,296 0 0 | 1,836 4 9 |
| Eagle ... ... ... | 1,306 9 2 | 1,895 0 0 |
| Station wagon ... | 1,052 3 3 | 1,582 0 0 |
| **WOLSELEY** | | |
| FourForty-four ... | 595 0 0 | 844 0 10 |
| Six-Eighty ... ... | 670 0 0 | 950 5 10 |
| Six-Ninety ... ... | 750 0 0 | 1,063 12 6 |

# Redesigned LLOYD with Steel Body

Exterior and interior of the latest all steel-bodied Lloyd car, one of Western Germany's light cars.



FROM modest beginnings, the Lloyd Motoren Werke at Bremen, a subsidiary of Carl F. W. Borgward, has become one of the bigger manufacturers of cars in Germany. Gradually the production has risen to its present level of about 150 cars per day; production for 1953—16,000 cars—speaks for itself.

The engine, originally of only 300 c.c., has grown up to 400 c.c. and the rear track has been widened by 2in to provide the passengers with adequate elbow room. The body, formerly of wooden construction covered with plywood and leathercloth, is now of all-steel construction. Braking is hydraulic and telescopic spring dampers fore and aft are standard equipment. All these, and other considerable improvements not immediately apparent, have been made without raising the price. In fact, prices have been considerably lowered since production got going a year ago, the complete car now selling at 3,450 marks—a figure equivalent to less than £300.

The designers have voluntarily kept the output of the engine down in the interests of a flat torque curve. As it is, the region of maximum torque extends from 1,800 r.p.m. to 3,700 and there is virtually a straight line between 2,500 and 3,100 r.p.m. Consequently this twin two-stroke must be regarded as unusually flexible for this type of power unit. The manufacturers claim a maximum of only 47 m.p.h. At this speed the engine is turning over at 3,750 r.p.m., developing 13 b.h.p.

The finish of the Lloyd is simple but by no means austere. The steering wheel has two spokes and a pleasingly thin rim. Instruments are limited to a speedometer and two warning lights, one showing dynamo charge, the other coming into action with "full" lights.

Two types of body are available, the standard two-door saloon and a neat little station car having a third door at the rear and a folding backrest to the rear seats. The weight of the steel-bodied car is 5 lb lower than that of its predecessor.

It will be remembered that a Lloyd car with a special streamlined body broke international class J records on the Montlhéry track last summer, averaging 121.10 k.p.h. (69 m.p.h.) for 500 kilometres and 112.12 k.p.h. (75 m.p.h.) for 72 hours.

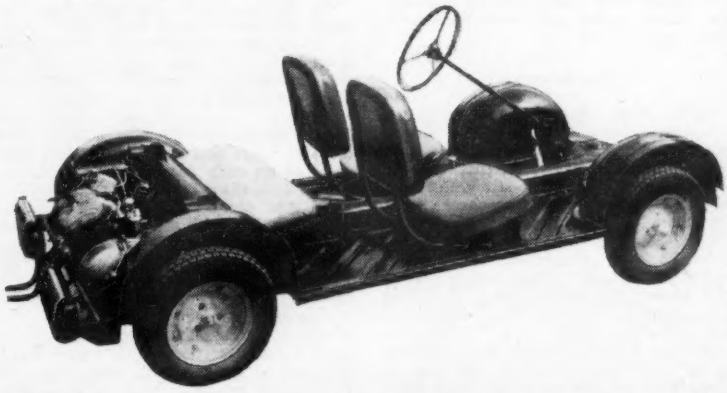
# The Interesting New Goggomobil

TECHNICAL details are now available of the Goggomobil, a small saloon seating two adults and two children, which will go into series production before the end of this year at a brand new plant at Dingolfing, Bavaria (see also *The Autocar*, October 8). A pressed steel platform with a central tube and diagonal stiffening ribs forms the basis for the two-door saloon body of unit construction. The centre of the roof is cut out and covered with canvas, which can be rolled back, thus providing the occupants with the benefits of a sliding roof. The doors have sliding windows. Visibility from the driving seat should be excellent and the rear window is almost as wide as the windscreen.

One of the features plainly showing the scooter ancestry of the Goggomobil is the small wheels, shod with 4.00 × 10in tyres. The brakes, however, are very much car-type; they are fully hydraulic and the small wheels conceal brake drums of no less than 7½in in diameter. The interesting suspension of the front wheels is somewhat similar to the system employed on British Ford cars, whereas the springing of the rear is like that of the more recent Mercedes models. The coil spring units used fore and aft enclose telescopic spring dampers and the torque and braking reactions are taken by substantial struts.

The engine is a parallel-twin two-stroke of 247 c.c. capacity, developing 14 b.h.p. at 5,500 r.p.m. It is air cooled by a ducted centrifugal fan and built into a compact unit with the four-speed and reverse gear box and differential. The liberally finned cylinders have alloy heads. The two-plate clutch runs in an oilbath and there is, of course, an electric starter. The complete power unit, with swing-axle suspension and rear wheels, can be removed without much trouble for major servicing or repair work.

The wheelbase is 5ft 10⅛in, and the track 3ft 7in; overall length is 8ft 10¼in, height 4ft 1¼in. As the complete vehicle weighs but 7 cwt, it should be quite lively as long as the load is not excessive. A maximum speed slightly in excess of 50 m.p.h. is claimed. The price will be around 2,900 marks (about £250).



Under-pan chassis and rear-mounted, rear-drive two-stroke twin-cylinder engine of the Goggomobil, Germany's latest light car.

G. L. Annable puts his M.G. Magnette into the "garage" during the tests held in the car park of the Grasshopper Inn, near Westerham, in Kent, at the end of the M.G.C.C. November Rally.

# NOVEMBER NIGHT

## M.G.C.C.'s INGENIOUS EVENT

OH, what a night it was! The start of the November Rally, organized by the S.E. Centre of the M.G.C.C. took place at 7 p.m. last Saturday, by which time it had already been raining heavily in south east England for many hours.

And it continued to pour throughout the night, even the driving tests that went on until lunchtime on Sunday being held in a cold drizzle. During the night there was some fog, but waterlogged roads, covered in places with wet leaves, constituted the major hazards and, in conjunction with the tricky nature of the event, they were responsible for the high incidence of marks lost. No one, in fact, completed the rally with anything like a clean sheet.

The rally was interesting, and although road conditions led to the necessity for drivers to get a move on when they could, the premium was on navigators who could work fast. In the morning the drivers came into their own with three driving tests.

### The Line-up

There were 54 entries and only two non-starters—but 18 competitors retired during the night sections. There were five to be tackled before the driving tests, the first being a fairly straightforward run with controls and time checks from the start at the Sugar Bowl, Burgh Heath, Surrey, to a restaurant on the Hog's Back. The second section involved eleven points indicated by map references that had to be visited by all cars, and a further point discovered as a result of the preceding visits.

A point 100 miles away was the basis of the third section, but the information given to crews was such that most competitors took a long time to work out where that point was, and how to approach it in the right way. More straightforward map reading followed in section four, and then came the interesting "Ghost Train." In this part, navigators had to calculate the path of a train from Ashford, Kent, station that was supposedly travelling west at a constant 15 m.p.h., and then arrange to cross its path in two directions. Bridge crossings had to coincide with the passing of the "train." At last—at long last, on such a night—the remaining crews made for the imposing old Grasshopper Inn, near Westerham, in Kent.

Here a good breakfast came first and, as food revived flagging energies, the inquests began. Everyone at first felt depressed at their poor efforts, until, slowly, it was realized that all seemed to have lost many marks. Everyone, too, seemed to be wet, in degrees varying from soaked to mere wet feet caused by trying to hurry on waterlogged roads—not all car floors are waterproof!

Two driving tests were held in the car park of the Grasshopper, both being straightforward. The first was a parking test and the second called for accurate judgment of width, drivers being permitted to indicate how close together they wanted the two poles used as a gate. Results were not impressive, some drivers losing 500 points by touching a pole, and others even more for having indicated an excessively wide gap.

### Hockey Game

The final test was probably the most ingenious. On the face of it, it appeared to be an easy restart, but there was a little more to it than this. Centre Secretary Keith Hale had arranged a simplified electric hockey stick to place behind a front wheel, connected to a post that was placed 12½in in front of the bumper. Drivers had to restart without rolling back, and they had 12 seconds in which to drive as closely as they dared to the pole. A remarkable number of people rolled back fractionally, and many went too far forward and hit the pole. The test, following all night driving, called for considerable delicacy of control on the part of the drivers.

After lunch at the Grasshopper the results were announced—but no one qualified for a first-class award! However, the night was so bad that the matter is to be considered by the committee and awards may yet be made. The winner, appropriately, was from the S.E. Centre of the club.

**PROVISIONAL RESULTS**

1, M.G. 1½-litre saloon (D. C. Bull); 2, Triumph TR2 (D. L. Rees); 3 Sunbeam Alpine (A. Day); 4, M.G. TF (R. F. Ruggles).

# STAFFORDSHIRE DAY

TOUGH going was provided for competitors taking part in the Shenstone and District Car Club Chase Trophy Trial in Staffordshire on Sunday last. Open to members of seven invited clubs and to registered entrants in the 1954 R.A.C. Trials Championship, the event attracted a good entry of 47; only three of these qualified as production sports cars, whilst the remainder were all trials specials, of which 90 per cent were built around the 1,172 c.c. Ford engine.

From the start at Bassett's Pole, near Sutton Coldfield, the first section was close at hand and competitors and cars received an early coating of mud, which stayed with them for the rest of the day. This first section was over a steadily rising gradient with the ground becoming softer as the top was approached. Particularly good performances were put up here by T. C. Harrison and son E. Harrison in their Harfords, and also C. Corbishley, another entrant from the Sheffield and Hallamshire C.C. Then came a timed section which was to have included a water-splash, but this was found to be too deep following the heavy rain of the previous week; however, the section was nevertheless quite wet enough for most of the competitors in this event.

Surfaces on three climbs on Hints Hill were much firmer, and most cars were successful on the first climb, which followed a winding course up the side of the hill. Many failed, however, on the second section, involving, as it did, a direct assault on the hillside. The third climb, though not as direct, was equally steep and included a tricky S-bend. This caused many drivers to lose speed and prevented them from reaching the top.

Revived after a lunch stop in Longdon, the competitors went on to take part in a driving test and to tackle another four hills of varying severity, but in general the afternoon was less muddy than the morning had been. Fine weather was also helping competitors by drying out the ground.

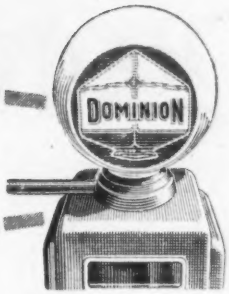
**RESULTS**

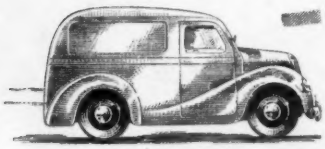
**Chase Trophy (best performance):** Harford IV 1,172 (E. Harrison), 5 marks lost. **Rugeley Bowl (best in opposite class):** Dellow 1,172 (M. Davis), 74. **Committee Cup (best percentage improvement on marks in 1953 event):** Dellow 1,172 (Miss M. Critchley-Waring), 76.

**First-class awards:** Harford III 1,172 (T. C. Harrison), 6; Cannon 1,172 (M. R. B. Cannon), 10; Cannotton 1,172 (R. Chappell), 13; Ford Spl 1,172 (A. J. Lilley), 14.

**Second-class awards:** Austin 1,172 (J. S. Jenkins), 14; Atkinson 1,225 (P. A. Atkinson), 14; Le Tout 1,172 (R. W. Phillips), 15; CCS IV 1,172 (C. Corbishley), 18.

The right spirit . . .



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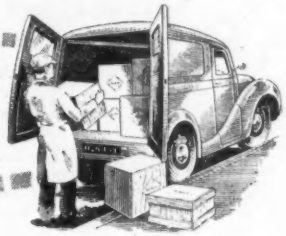

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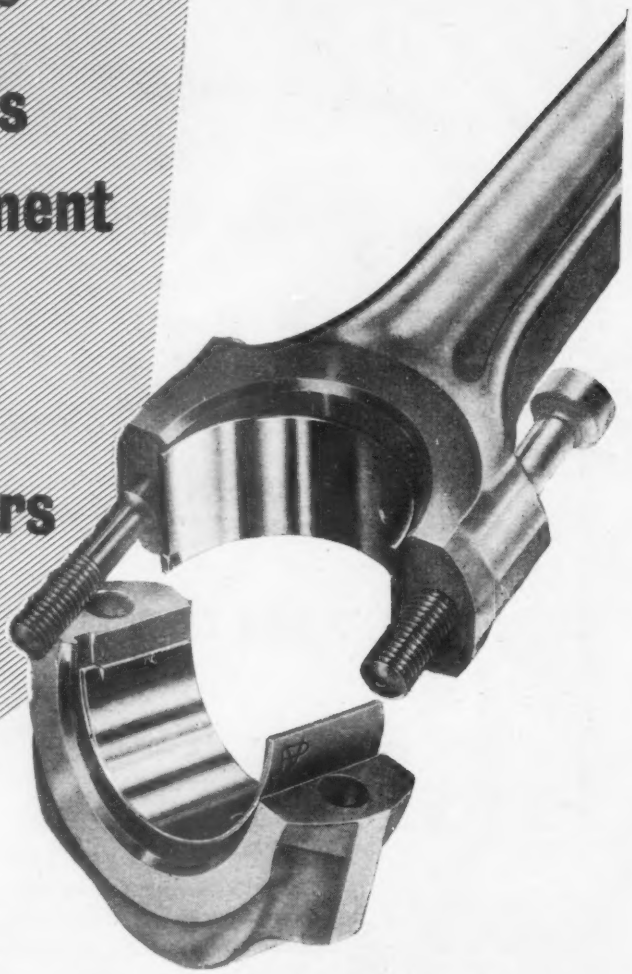

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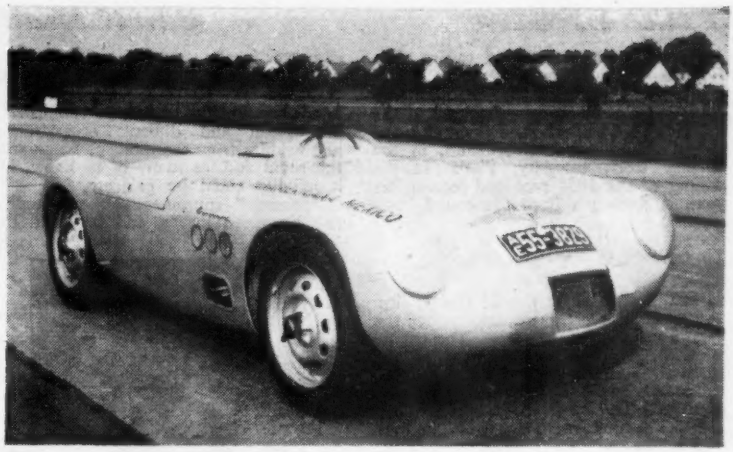
# THE SPORT

by

J. A. Cooper



The new Borgward 1½-litre sports car, two examples of which are entered for the Mexican road race (see paragraph). The engine uses fuel injection, and the overall height of the car is only 2ft 9½in.

## M.C.C. RALLY ● MONTE CARLO ENTRIES ● PANAMERICANA

BY the time these words appear in print, the competitors in the M.C.C. Redex National Rally will have virtually completed the road section of over 1,200 miles, and attained their objective in Hastings, on the Sussex coast. Today (Friday), there is a series of four driving tests (one on Castle Hill, one on Roberston's Hill, and two on the promenade just east of the Queen's Hotel), starting shortly after 8 a.m. and finishing around 3 p.m. Tomorrow morning will see the *concours d'élégance* on the Marine Parade, from 10 a.m. onwards.

The 385 competitors left the seven starting points (Manchester, Glasgow, Norwich, Cardiff, Plymouth, Kenilworth and London) on Wednesday morning. The preliminary road sections covered some 350 miles each, and converged on Harrogate late on Wednesday evening. Thence the combined route led north as far as Hawick, down through the Lake District to Chester, and thence across Wales by a route including a test on Bwlch-y-Groes—this section was covered on Thursday evening and night. From Tewkesbury the route led south to Marlborough and thence via Stockbridge and Battle to Hastings. A fully illustrated report will appear next week.

It seems, nevertheless, that the palm for the largest number of entries in a 1954 British rally must go to the London M.C., for this year's London Rally attracted an entry of 401 cars. That two events within a few months should attract such enormous entries is indicative of the popularity of this form of motoring competition.

On Sunday comes the R.A.C. Veteran Car Run from London to Brighton, starting from Hyde Park at 8.30 a.m. An enormous entry of over 220 cars has been received, and this year should be the best ever; the traditional route will be followed, over Westminster Bridge, via Brixton, Streatham, Purley Way, Redhill, Reigate, Handcross and Bolney. By all means watch this run; but please avoid congestion.

ALL the initial applications for entry in the Monte Carlo rally have now been received and sorted by the individual national automobile clubs, and it is now up to the entrants to complete and return the official entry forms, which they should receive any day now, if indeed they have not had them already. The British quota is, as usual, over-subscribed; in addition to the statutory 110 entries, the R.A.C. has nominated an additional 23 reserves. These will come into the list in the event of any defections between now and the final closing date for entries proper; there is also the possibility that other countries may not be able to fill their quotas, in which case the allocation to this country might be increased.

Among the entries from this country, it is interesting to note the welcome reappearance of S. H. Allard (winner of the rally in 1952) and Ian Appleyard, with Ford and Jaguar cars respectively. Also, Reg Parnell appears in a Monte Carlo rally entry list for the first time; he and Peter Collins will be at the wheel of two works-sponsored Aston Martin DB2-4 saloons. A third of these will be driven by that redoubtable pair of rallyists, Maurice Gatsonides and Marcel Becquart; as the entry will be in the former's name, it naturally will appear in the Dutch quota and not that of this country.

As far as the chosen starting points are concerned, many of the British entrants have naturally opted for Glasgow. There are also a number who have picked Monte Carlo, and some from Lisbon and Munich; there is only one, however, who has selected Athens as a jumping-off place—this is Mortimer Morris-Goodall, competitions manager of Healeys, with an Austin as his nominated car.

A team of Armstrong Siddeley Sapphires has as its drivers Air Vice-Marshal D. C. T. Bennett, T. H. Wisdom and P. Bolton; among the Daimler drivers are K. Wharton, K. C. Rawlings, C. Corbishley and Mrs. N. Mitchell. Fords are particularly well represented by experienced drivers; four works-sponsored Sunbeams will be handled by P. C. Harper, N. Garrad, Sheila Van Damm and J. E. G. Fairman; the M.G. stalwarts, R. E. Holt, G. R. Holt and J. L. Shaw, are all there, and an interesting team is made up of most enthusiastic army officers from B.A.O.R. with Opels. Anyway, here is the entry; and let me repeat that this is not necessarily the final list—amendments may yet be made.

**Alvis:** A. G. Gray. **Armstrong Siddeley:** W. M. Couper, D. C. T. Bennett, T. H. Wisdom, P. Bolton. **Aston Martin:** R. W. Faulkner, R. Parnell, P. Collins. **Austin:** R. W. Horton, J. D. Seeman, H. C. Hobson, Mrs. E. M. Wisdom, W. C. Johnson, M. H. Morris-Goodall. **Bristol:** J. W. E. Banks, A. Meredith-Owens. **Daimler:** J. W. Bowdage, Mrs. N. Mitchell, G. Shanley, K. Wharton, K. C. H. Rawlings, C. Corbishley. **Ford:** C. F. Bartlett, R. W. Holmes, J. H. Kemsley, J. A. Young, J. Meikle, M. R. Davies, R. N. Richards, R. W. Phillips, J. G. Reece, R. Sleigh, A. McCracken, E. N. Brinkman, C. R. Hardman, S. H. Allard, W. T. Todd, J. Risk, Mrs. L. F. Ashfield, T. C. Harrison, G. H. Burgess, D. G. Scott, J. W. Fleetwood, J. Cuff, K. S. Richardson, L. C. A. Parkin. **Hillman:** H. Pilmore-Bedford. **Humber:** A. E. E. Teer. **Jaguar:** J. A. D. Lucas, C. B. Pilgrim, J. Glasgow, J. P. Boardman, E. J. Haddon, R. Myhill, F. C. Merrill, I. Appleyard, R. J. Adams, R. D. Mattock, D. A. King, A. P. Warren. **Jowett:** L. Taylor. **M.G.:** H. W. Burke, J. B. G. Campbell, R. E. Holt, G. R. Holt, J. L. Shaw, J. C. Nairn, A. H. McGrady, A. H. Wilcox, G. J. Grant. **Mercedes-Benz:** A. P. O. Rogers. **Morris:** E. Lambert. **Opel:** J. W. Herbert, W. J. J. Pryer, M. G. H. Crosby. **Peugeot:** L. Potter. **Porsche:** C. Cooper. **Riley:** J. A. McLaughlin, W. R. Sutherland, H. Galt, L. O. Sims, L. Griffiths, K. D. Fraser. **Standard:** J. C. Wallwork, E. Ross, D. J. Farquharson, Miss M. Walker, J. N. Lawrence, M. B. Warbreck-Howell, Miss A. I. C. Neil, D. O'M. Taylor, R. W. Merrick, J. Stoddart, J. A. Gott. **Sunbeam:** P. C. Harper, N. Garrad, Miss S. Van Damm, J. E. G. Fairman, J. Trigg, A. B. Fraser, R. K. Hooper, G. R. Hartwell. **Sunbeam-Talbot:** H. R. Harrop, G. A. Lewis, R. F. D. Seabrook. **Vauxhall:** A. Lineker, S. H. Gregory, P. G. Walton. **Wolseley:** A. D. Mitchell.

**Reserves:** Sunbeam (R. Davis), Sunbeam-Talbot (L. M. Leader), Jowett (K. Brierley), Ford (H. C. Terry), Standard (H. J. Harper), Ford (Lord Carnegie), Vauxhall (K. S. Hurrey), Sunbeam (W. E. Humphries), Austin (Miss E. M. Cullen), Vauxhall (C. E. Penn), Sunbeam (E. R. Evans), M.G. (Earl of Kimberley), Mercedes-Benz (J. A. Strang), Daimler (C. F. Key), Armstrong Siddeley (D. J. Uren), Standard (W. K. Richardson), Riley (Miss M. Ireland), Humber (J. de E. Mosely), Jaguar (D. C. Boyd), Austin (D. K. Stratton), Jaguar (P. Lee), Ford (Mrs. A. Newbrook), Porsche (R. Frolich).

ENTRIES for the trans-Mexican road race, the *Carrera Panamericana*, which takes place from November 19 to 23, have closed at a total of approximately 125. Of these, nineteen are in the large sports car class, and the outright winner will almost certainly be one of these. There are seven Ferraris (J. McAfee, the Marquis de Portago, Porfirio Rubirosa, Roberto Bonomi, Bracco, Cornacchia and Maglioli), three Kurtis Krafts (R. Christie, J. Ensley and Duane Carter), two Jaguars (Mexican-entered, F. Ibarra and O. F. Bush), two Austin-Healey 100S works cars (Lance Macklin with Donald Healey, Carroll Shelby with Roy Jackson-Moore), one Cadillac special (O. Estrada), one Packard special (Jean Trevoux), one Chevrolet Corvette (Bill Von Esser), one Pegaso (J. Palacio) and the Ak Miller special (Akron Miller) which ran so well last year. Among the small sports cars are six Porsches, three Oscas and two Borgwards. The European

## THE SPORT . . . . continued

stock car class consists of twelve Alfa Romeos (six works-entered), three Volkswagens and a Borgward; the other two stock car classes contain the bulk of the entry, with American cars (including the redoubtable Lincoln team), and, in the smaller stock category, Piero Taruffi, winner of the 1951 race and second last year, is driving a Ford Six coupé.

THE Borgward entries in the 1½-litre sports car class are interesting; the cars are almost entirely new. The engine is virtually identical with that of the standard Isabella model except for the cylinder head; it has a compression ratio of 10 to 1, and Bosch direct fuel injection into the combustion chambers. The bore and stroke are 75mm by 84.5mm (1,493 c.c.), and the unit is claimed to develop 110 b.h.p. at 6,000 r.p.m. There is a five-speed gear box and a de Dion pattern rear axle layout; i.f.s. is by double wishbones, and coil springs are used all round. The maximum speed is claimed to be 140 m.p.h.

THE unfortunate aircraft accident, some days ago, which resulted in the death of Wilbur Shaw, has removed from the American racing scene one of its really great personalities. Famous racing driver of the nineteen-thirties, Shaw was in recent years manager of the Indianapolis Speedway, and very much of a power in the land. He was 52 years of age. "Sammy" Davis has written to me as follows: All who have studied racing in the United States, and those who for one reason or another have been to Indianapolis, will feel that the death of Wilbur Shaw has removed a very personal friend. Wilbur won the Indianapolis classic no fewer than three times (1937, 1939 and 1940) and he did it in style, for he had character in abundance, a certain joyousness, something which reminded one of, say, Dumas' Three Musketeers. Big, handsome and full of life, he could make an official and difficult occasion go like wildfire from the moment he entered the room and, as many of us know, his hospitality could be princely.

"Sammy" continues: He was unlike any European driver, and he loved the

speedway, getting a thrill from the fact that he had control during the later years. Personally, I wish he had been able to come to some of our big events with a really suitable car. He had what makes a top class racing driver; he loved getting a car along as fast as anyone could and, beyond a shadow of doubt, he would have been in the top rank. Maybe he infuriated people occasionally, as all people who are certain of themselves can, but that very certainty of purpose was to me the reason why he stood out so, and, once met, could never be forgotten.

FIRED by the example of those clubs in Australia and the Argentine which run race meetings during the British winter season, the British Racing and Sports C.C. (formerly the Half-Litre C.C.) now proposes to risk the vagaries of the British climate and to run a race meeting at Brands Hatch on Boxing Day. There may be something in this; the weather on Boxing Day (December 27) can hardly be worse than that on some of the summer Saturdays which we have seen used for race meetings this year. Anyway, this race meeting will have a National permit; the principal event will be called the Christmas Trophy race, and the programme will include events for sports, *formule libre* and formula 3 cars. All enquiries to the Secretary, B.R.S.C.C., 20, William IV Street, London, W.C.2.

FROM what I hear of the recent Giro d'Italia (or Tour of Italy) rally, it was not without its problems. As already stated in *The Autocar*, examples of the Alfa Romeo 1900 in different guises won each of the three main categories; but there seem to have been many anomalies. Many of the sections were so long, with so few timed controls, that some competitors arrived with three hours in hand; as the bigger factories had really laid on the service facilities, some cars are alleged to have changed rear axles, gear boxes, carburettors and even pistons, without losing any marks. But the general organization was good, and the special tests were interesting and varied; this is the first time the event has been held, and no doubt by next year many of the problems will have been solved—and the loopholes closed. There were 103 starters and 55 finishers; almost all the entrants were Italian, but among the foreigners to do well were the Belgians Gendebien and Mlle. Thirion, who won their class with an American Plymouth, and the French pair Houel and José Behra (younger brother of racing driver Jean Behra), who finished second in their class in an Alfa Romeo. Only one British car started (a Jaguar Mark VII saloon), and it did not complete the course.

LAST Saturday saw the ninth annual Cheltenham Trial, run by the Cheltenham M.C.; this year it returned to the Cotswolds after two years of experiment in the Forest of Dean. The route was very successful, including nine observed hills and two special tests; the latter proved immaterial, as there were no ties. Two days of rain preceded the event, but on Saturday the weather was fine but misty; mud, however, was present in ample quantities.

There were 21 starters, including many of the best known trials drivers. Several hills proved unclimbable, including Cold Slad and Syde; Shale Slope defeated the entire entry with the exception of M. R. B. Cannon. The start and finish were both in Cheltenham itself, and although the trial did not begin until 10 a.m., and the route measured 40 miles in length, the results were announced at 4 p.m.

**RESULTS**

**Player Bowl (best performance):** P.A.B. (P. A. Barden), 72 marks gained.

**C.M.C. Cup (second best):** Cannotton (R. C. Chappell), 70.

**Ronald Stagg Cup (best team):** Barden, Chappell and M. R. B. Cannon.

**First-class awards:** Cannon (M. R. B. Cannon), 69; Paul II (R. W. Faulkner), 62; Lotus (M. H. Lawson), 60; Ford (A. J. Lilley), 59; Chandler (E. J. Chandler), 59.

IT seems that our old friend "Sammy" Davis was so impressed by that drive in the 300 SL that he must have thought there was a Grand Prix engine under the bonnet (page 757, last week). The 300 SL has only six cylinders, not eight.

## COMING SHORTLY

**NOVEMBER 10-13.** — M.C.C. Redex National Rally.
**14.**—R.A.C. Veteran Car Run to Brighton, starting from the Magazine, Hyde Park, London, 8.30 a.m.
**14.**—Southsea M.C. President's Trophy Trial, Deers Hut Hotel, Longmoor, near Liphook, Hampshire, 10.30 a.m.
**14.**—Harrow C.C. Cottingham Memorial Trophy Trial, The Old King's Arms, Stokenchurch, Buckinghamshire, 10.30 a.m.
**14.**—Nottingham S.C.C. Autumn Cup Trial, Trent Bridge, Nottingham, 11.30 a.m.
**14.**—Northampton and District C.C. Grose Trophy Sporting Trial, Burbidges Garage, near Blisworth, on Northampton-Blisworth road, 9.45 a.m.
**14.**—Cemian M.C. Social run, Ye Olde Greene Manne, Batchworth Heath, Northwood, Middlesex, 2 p.m.
**16.**—A.C. Owners' Club. Talk on Alpine Rally by John Slatter, The Paviour's Arms, Page Street, London, S.W.1, 8 p.m.
**18.**—B.R.S.C.C. Film show, Royal Empire Society Hall, 18, Northumberland Avenue, London, W.C.2, 7.30 p.m.
**19.**—Aston Martin O.C. Dinner and dance, Café Royal, Regent Street, London, W.1, 8 for 8.45 p.m.
**19.**—Mid-Cheshire M.C. Annual dance and prizegiving, Angel Hotel, Knutsford, Cheshire.
**19-23.—Pan-American road race, Mexico.**
**20.**—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial, Compass Hotel, Tormarton, Gloucestershire, 10 a.m.
**21.**—Alvis O.C. Essex Rally, Stapleford Aerodrome, near Abridge, Essex, 1 p.m.

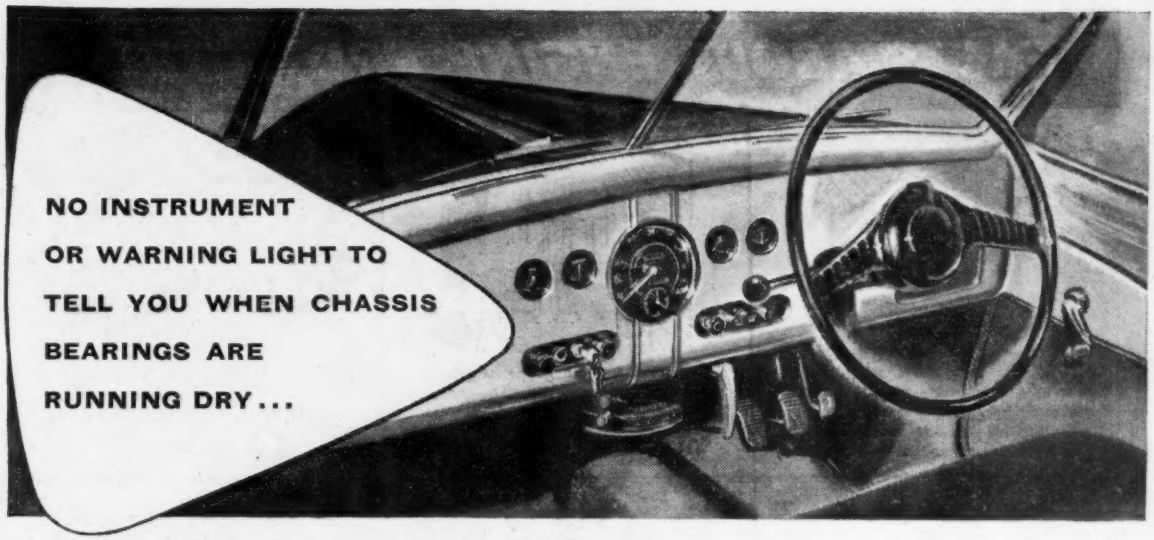
# CLUB NEWS

**Malden and District M.C.**—The results of the Winter Rally held on October 31 are as follows: 1, Ford (W. Stabb); 2, Ford (M. Gammon); 3 (tie), H.R.G. (A. W. Avey), Morris (C. Hoile) and Fiat (J. Savill).

A special run will be held on November 14, starting from Littleworth Common Road, Esher, at 2.15 p.m., and there will be a film show, to which members of other clubs are invited, at the Liverpool Arms, Kingston, on November 18 at 8.30 p.m.

**Wolverhampton and South Staffs C.C.**—The road section of the Cheshire Dales Rally, which is a closed-to-club event to be held on Sunday, November 21, will cover about 140 miles and driving tests will be included. Starting time is 1 p.m. at the Fieldhouse Hotel, Claregate, near Wolverhampton. Entries should be sent by November 15 to E. Wells, 27, Stubbs Road, Wolverhampton.

**Margate and District C.C.**—The late of the Ramsgate Autumn Rally, which was to have been held on November 26-27, has now

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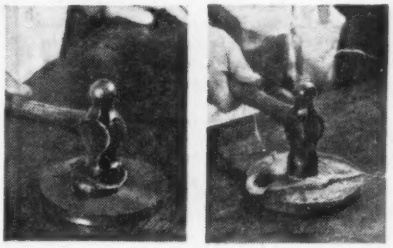
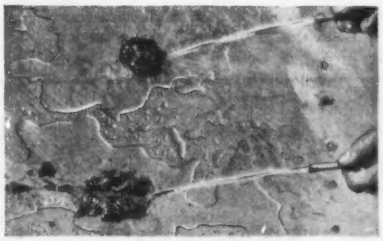


Hit Marfak with a hammer. It stays put — doesn't splatter! No jar or jolt will squeeze Marfak out of vital bearings. Try the same test on ordinary grease. Note how it flies in all directions. Repeated road shocks soon disperse ordinary grease — leaving bearings, shackles and linkage dry and unprotected.

## WATER TEST



Turn a jet of water on Marfak and ordinary grease. You won't move Marfak! Ordinary grease is washed away. That's how Marfak resists wheel wash, maintains a sure seal against dirt and water.

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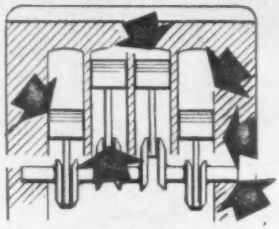
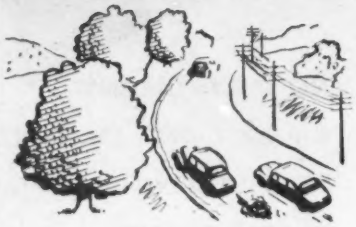
# FACTS ABOUT ENGINE PROTECTION

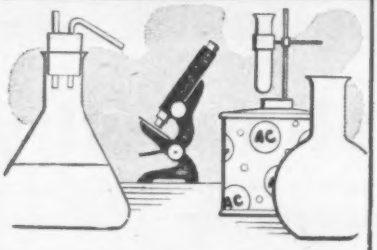
CLEAN OIL gives 100% protection for moving engine parts—so long as it remains clean ! After only a few hundred miles this oil gets dirty and fouled with harsh abrasive carbon and metal particles.



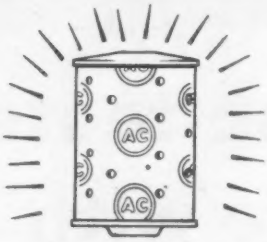
These abrasives cannot be stopped at source because they are natural by-products of combustion, wear and road conditions.



They must be speedily removed from the oil or they will grind around the engine and cause premature wear. Sludge and gum forming in the oil will seriously impair engine efficiency.

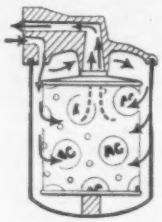



Research into this problem of engine oil protection began in the early 1920's, when AC designed and manufactured the first by-pass type of element filter.

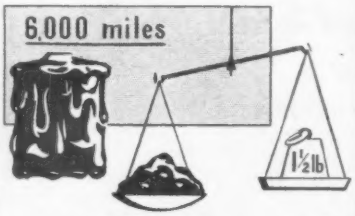



Today nearly every automobile starts life with the protection of an Oil Filter to cleanse the oil and trap all harmful abrasive material, sludge and gum.

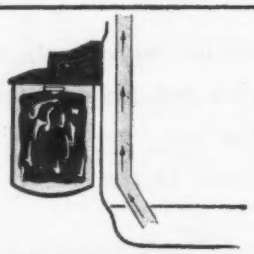
More than a million British vehicles are factory-fitted for PROTECTION with AC Oil Filters.




The AC Oil Filter is designed around a filtering element that extracts and retains from the oil, particles down to a size of 1-40,000th to 1-60,000th part of an inch.




Road tests show that between 6 and 10,000 miles under normal conditions the AC Oil Filter Element becomes clogged with as much as 1½ lbs. of abrasive filth as destructive as carborundum paste.



When the Element is filled to capacity, the oil—the life blood of the engine—by-passes the Filter Element and your engine now lacks protection. The filter must now be replaced immediately.

Use only genuine AC Replacement Elements. Every garage carries a stock and they are economically priced. You can fit an Element yourself, or your Garage will do the job in a matter of minutes.

*Regularly renew your... for continued Engine Protection*

AC OIL FILTERS

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# CLUB NEWS continued

**P. F. Brown with his M.G. TF tries the restart test in the M.G.C.C. November Rally. This was one of the most ingenious parts of the event. Full report on page 800.**

been amended to November 27-28 (Saturday and Sunday). There are seven invited clubs, and the closing date for entries has been put forward to November 20. All enquiries to W. R. Doe, 15, Edmanson Avenue, Westbrook, Margate, Kent.

**Blackpool and Fylde M.C.**—The North v. Midlands Challenge Match on October 30 took the form of a series of driving tests held on the Middle Walk Promenade, Blackpool. The Midlands team, which had been chosen by the Hagley and District C.C., scored a 69-second victory over the Northern team, chosen by the Blackpool and Fylde M.C.; aggregate time for the Midlanders was 2,686s and for the Northerners 2,755s.

On the following day a driving test meeting open to members of seven car clubs was held in Blackpool, the results of which are as follows:—

**Best special:** Dellow (A. E. Marsh), 307s. **Sports car: Morgan** (P. B. Reece), 347s. **Saloon:** Ford (K. Scales), 379s. **B. and F.M.C. member:** Vauxhall (W. C. Fielding). **Ladies' prize:** Mrs. M. Hardman. **Team prize:** Red Rose team—J. H. Ray, P. B. Reece and J. C. Waltwork.

**Surrey Sporting M.C.**—The next sporting event will be a night trial on Saturday, November 20, starting from the Warwick Hotel, Redhill, Surrey, at 8 p.m. It will be run on the lines of a point-to-point, and the course will cover about 100 miles.

Future social activities include film shows at the Warwick Hotel on November 18, December 16 and January 6, starting at 8 p.m.; members' friends and other motoring enthusiasts are welcome to attend. The annual dinner and dance will be held at the Watermill Restaurant in Dorking on Friday, December 3, at 7.30 p.m. Details of the above events can be obtained from the honorary secretary, C. W. Dart, 39, South Mead, Redhill, Surrey.

**Bugatti O.C.**—The Winter Rally on December 4 and 5 is the first of what it is hoped will be a series of rally touring weekends in various districts of Britain. Starting points are the homes of six club members, living in Banbury, Bourne, Ledbury, Bromsgrove, Aston (Shropshire) and Rochdale. At lunchtime on December 4, after covering about 120 miles, competitors will check in at the control at Oulton Park, where a number of tests will be held, including a high-speed reliability test on the 2.7-mile racing circuit. In the late afternoon, the entry will leave Oulton Park *en route* for the Palace Hotel in Buxton for the night stop. On the Sunday morning an 80-mile run in the Derbyshire Peak District will take place, starting and finishing at Buxton. Invited clubs are Bentley, London, Aston Martin, Vintage, Sunbac, Sheffield and Hallamshire and M.G.C.C. Entries close on November 26, and should be sent to W. David Porter, Evesbatch Court, Bishops Frome, Worcester.

**West Hants and Dorset C.C.**—The autocross held at Lulworth Castle, Dorset, on October 31 was marred by torrential rain which turned the grass course into a quagmire. Competitors found it difficult to drive their cars round at all and impossible to put up fast times. Several cars failed to complete two circuits of the course, being stopped by wheelspin in the thick mud. Provisional results are as follows:

**Ftd.:** Ford 1,172 (P. G. Cooper), 2m 14s. **Saloons and open cars up to 950 c.c.:** Renault 748 (W. G. Cawsey), 4m 15.4s; **951 to 1,300:** Austin 1,200 (W. A. Walters), 3m 30s. **750 formula:** 1, Austin (P. B. Zingel), 2m 50s; 2, Austin (B. Vyse), 2m 53s. **1,172 formula:** P. G. Cooper. **Sports cars and specials:** 1, M.G. 1,250 (G. N. Dear), 2m 53.6s; 2, M.G. 847 (F. Bruce-White), 3m 5.5s.

**Brighton and Hove M.C.**—Regulations are available for the November Rally which is to be held on November 27-28. Originally the date was to have been November 7 but, this being Remembrance Sunday, the date was altered. The route will be into Devon and Somerset, reviving memories by using Windout hill and passing near Fingle Bridge and Simms hill, all of which were used by the club in the pre-war Brighton-Beer trial. Invited clubs are: B.A.R.C., Hants and Berks, London, Mid-Surrey, Thames Estuary, West Essex and the Worthing M.C. Entries close first post of Tuesday, November 23, and must be sent to the secretary of the meeting at 296-7-8, Madeira Drive Arches, Brighton.

**M.C.C.**—The annual dinner-dance and cabaret will be held at the Park Lane Hotel, Piccadilly, London, W.1, on Friday, November 19. The party starts with dinner at 7.15 p.m. (arrive 6.30) and finishes at 1 a.m.; evening dress will be worn and tickets cost £1 10s each; these may be obtained from Major R. I. Marians, O.B.E., 26, St. John's Wood Terrace, London, N.W.8.

**Herefordshire M.C.**—In place of the usual Autumn Trial for which support was dwindling, a sporting half-day was arranged for Sunday, October 31. This included a series of timed driving tests held on private roads in the Pembridge area. Results are as follows:

**Best performance:** Ford Special (J. P. Taylor). **Open cars:** 1, Morgan Four-Four (M. W. Hands); 2, Triumph TR2 (W. H. Morgan); 3, Austin-Healey (P. P. Roberts). **Closed cars:** 1, Ford Anglia (A. M. Reed); 2, M.G. (J. E. Morris); 3, Jowett Javelin (Dr. C. W. F. McKean). **Ladies' award:** Triumph TR2 (Miss Cottrell).

**Waterloo and D.M.C.**—A route of 100 miles over winding country roads, with seven special tests included, provided a good day's driving on October 31. Results are as follows:

**Waterloo Challenge Cup for best performance:** Triumph TR2 (H. M. Sinclair). **Members' Challenge Cup:** Standard Eight (D. W. Vernon). **Captain Kelly Cup for best performance by a club member:** Dellow (C. Bewley). **First-class Award:** Ford Prefect (R. Meadows).


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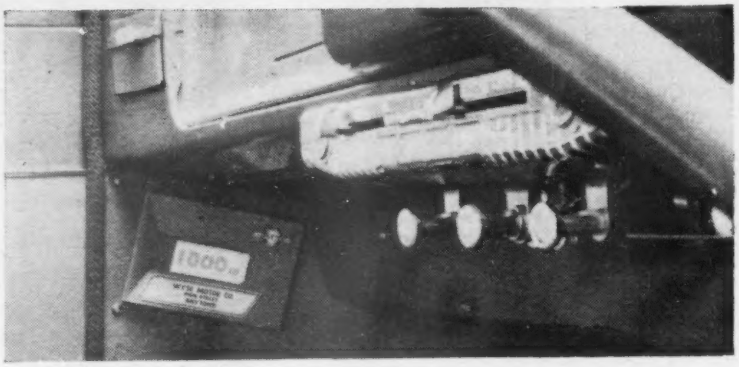
# IN BRIEF



Every new vehicle leaving the Vauxhall factory after next month will have a special container inside the driving compartment in which will be a book of vouchers. A standard price system is being instituted for routine maintenance, and the cost of each service will be shown on the counterfoil of each voucher. The vouchers detail what should be done every 1,000 miles, and a window in the container shows clearly the mileage at which the next maintenance operation is required.

Litelug wheel trims are fitted as standard only on the Armstrong Siddeley with automatic gear box, but they can also be supplied as optional extras on other models.

Lodge sparking plugs were fitted in the 2½-litre Grand Prix Maserati with which S. Moss won the Aintree *Daily Telegraph* Trophy Race last month. Lodge plugs were also used by the winners (R. G. Shattock and M. Gregory) of the sports car races.

With regret the death is recorded of Mr. James Jackson Hammond, a former director of Oldham and Son, Ltd., the battery manufacturers, of Denton, Manchester. Mr. Hammond was 72 years old, and retired from the board of the company last year after 54 years' continuous service.

A new technical booklet has been produced by Crypton Equipment, Ltd., Bridgwater, Somerset, under the title *Systematic Engine Diagnosis*. It introduces a simplified method of engine testing for use with the test instruments which the company manufactures. Copies are available without charge on request to the company.

Mr. W. C. A. Reeves has become general manager and a director of Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey. During the past 30 years he has held a number of executive posts with the Rootes Group. His new company are well known for their construction of the late John Cobb's land speed record car, and they are also the British concessionaires for Alfa Romeo cars.

An Austin service week will be held by H.T.P. Motors, Ltd., Truro, Cornwall, commencing on November 29. Visits will be made by Mr. C. H. Rowley, deputy general manager of the Austin service department, and Mr. J. W. R. Penrose, the sales manager. Advantage will be taken of the occasion to present to the firm a plaque commemorating the company's association with Austins, which has lasted for more than 25 years.

A standard range of Fibreglass resin bonded sheeting is now being manufactured by Thermo-Plastics, Ltd., Luton Road Works, Dunstable, Bedfordshire. It is sold under the trade name of Glascorein.

An interim ordinary dividend of four per cent, less income tax, has been declared by the Dunlop Tyre and Rubber Co., Ltd. It will be paid on December 18. The final dividend for the year will be considered in May, 1955.

Mr. John Sisson, district manager at Norwich for the India Tyre and Rubber Co., Ltd., has been appointed assistant export manager with headquarters at the factory at Inchinnan, Scotland. Mr. E. B. Hall has been appointed to the post which Mr. Sisson is vacating.

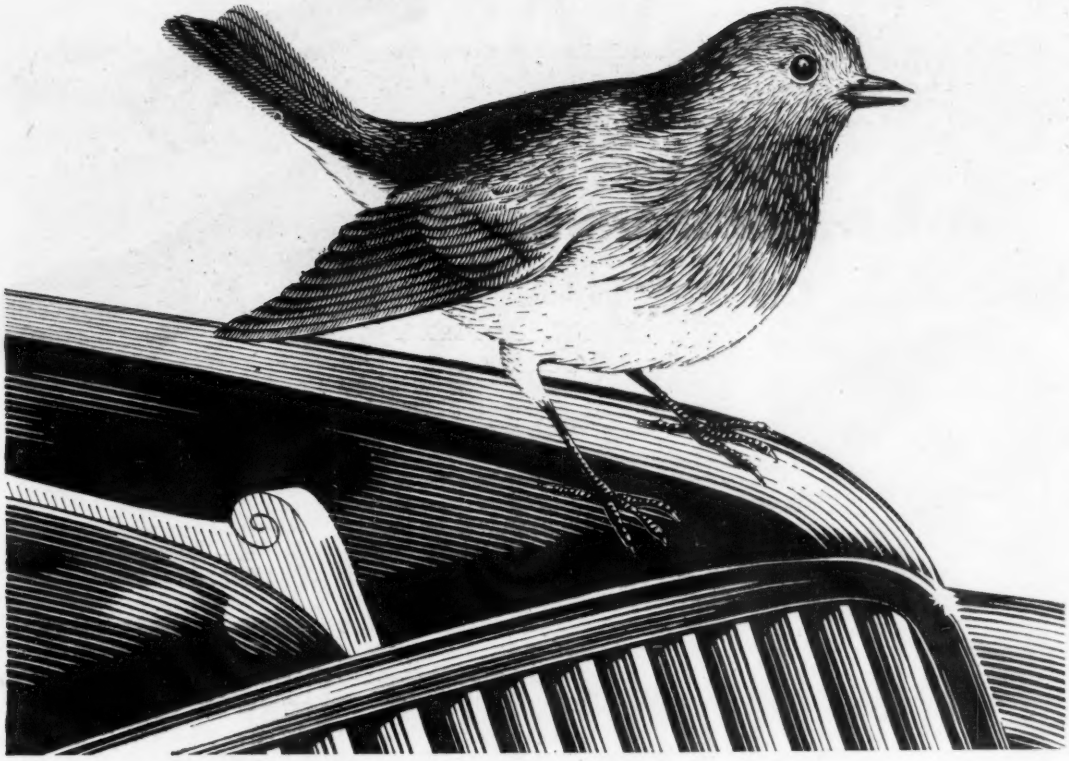
Brakes on the new Lanchester Sprite were mistakenly described as Lockheed in origin in the October 15 issue. This should have been Girling, for the Tyseley, Birmingham, company is, in fact, responsible for the braking of the new model.

The London sales showrooms of Regency Covers, Ltd., at 169, Great Portland Street, W.1, is the address to which enquiries from motorists and motor traders should be sent. That given in *The Autocar*, October 22, was not the right address for this purpose. The correct name of these covers is "Regency," and not "Regence," which was the name inadvertently given to them in *The Autocar* London Show Report.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

**No. 16995. 1937 Austin Ten Cambridge.**
"G.A.B."—Maintenance hints and a handbook.
**No. 16996. 1935 12 h.p. S.S.II.**
"E.G.H.—Maintenance hints and a handbook.
**No. 16997. Handbooks Required.**
"G.C."—1940 12-48 h.p. Wolseley.
"J.P."—1939 Lanchester Eleven.
"R.G.M.C."—1947 Triumph 1800.
"P.C."—1936 Talbot 105.
"F.M."—1948 Vauxhall Fourteen.
"G.C."—1935 12 h.p. f.w.d. Citroen.



# BLUECOL is always on guard

Unless you protect your engine cooling system against frost, every one of the 180-odd days from late October to early April brings *some* risk of frost damage, which may cost you £30 or more to repair.

There is the risk of frost overnight. If you tackle this by draining, there is the risk of incomplete drainage because of an air-lock, and the risk of sudden frost on the night you thought too warm to call for draining. There is the risk of a freeze-up while your car is parked on a very cold day. And on the very coldest days there is the risk from ice that can form in your radiator *while you drive*.

Every one of these risks has caused costly damage to considerable numbers of cars in Britain. One fill of Bluecol, the doubly safe anti-freeze, eliminates them *all*, for the whole winter, and also keeps your cooling system safe against rusting and similar chemical action. The frost-risk period is already well advanced, and soon we shall be entering the riskiest time of all. If you haven't put Bluecol in your cooling system yet, you'll be wise to do so next time you visit your garage.

***NEXT TIME YOU VISIT YOUR GARAGE—HAVE YOUR CAR FILLED WITH***

# BLUECOL

THE **DOUBLY** SAFE ANTI-FREEZE

***one of* SMITHS *accessories for better motoring***

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**DOUBLE CHANNEL Adjustable Spanners**

| Stock No. | Size | Capacity | | | Price |
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| AKD 204 | 1 | 4" | ½" | B.S.F. 7/16" | B.S.W. .820 A/F | 7/3 |
| AKD 206 | 2 | 6" | ¾" | B.S.F. 11/16" | B.S.W. 1.250 A/F | 9/9 |
| AKD 209 | 3 | 9" | 1¼" | B.S.F. 1¼" | B.S.W. 1.875 A/F | 25/6 |

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| ACW 208 | 8" | 9/16" | B.S.F. ½" | B.S.W. 1.0 A/F | 13/9 |
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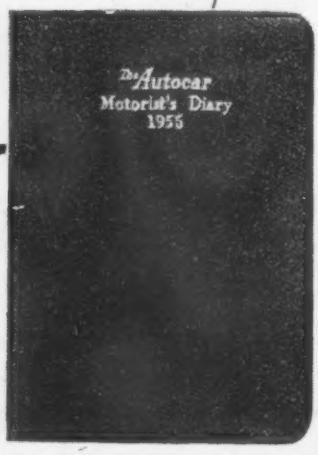


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Autocar November 12

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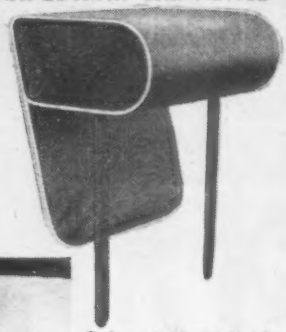
Famous Rally Drivers endorse the

## PULLMAN HEADREST (PATENT PENDING) FOR LUXURY CAR TRAVEL



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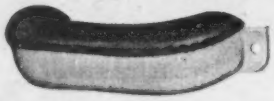

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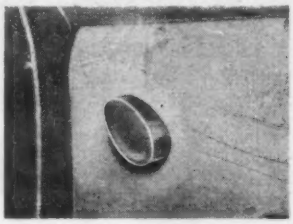

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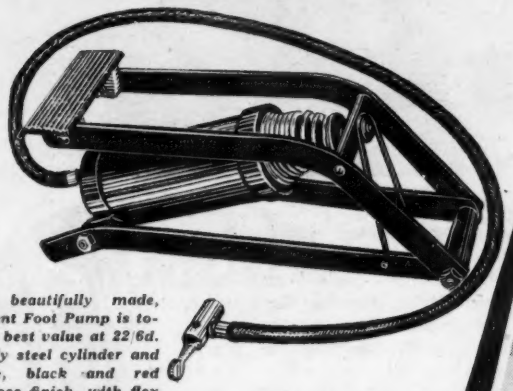

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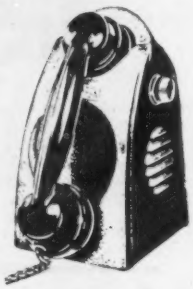

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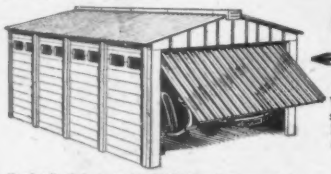

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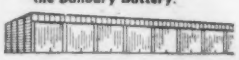

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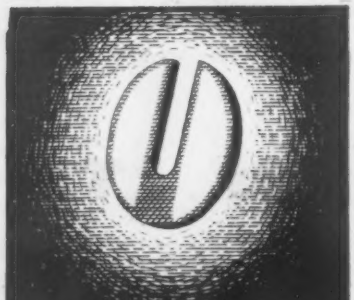

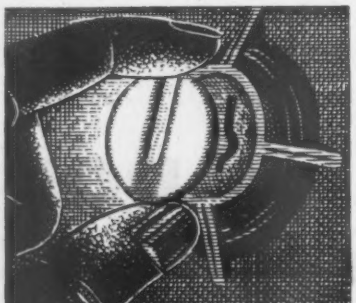

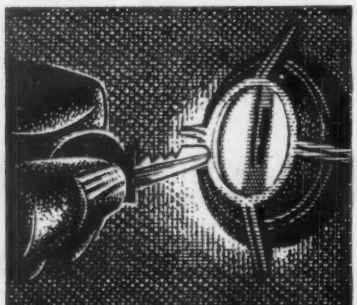

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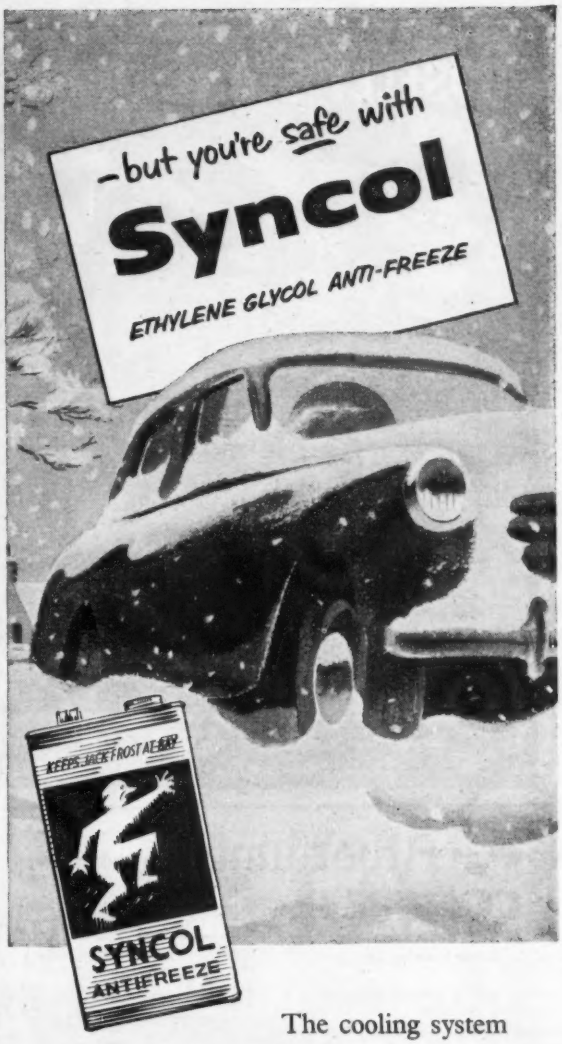


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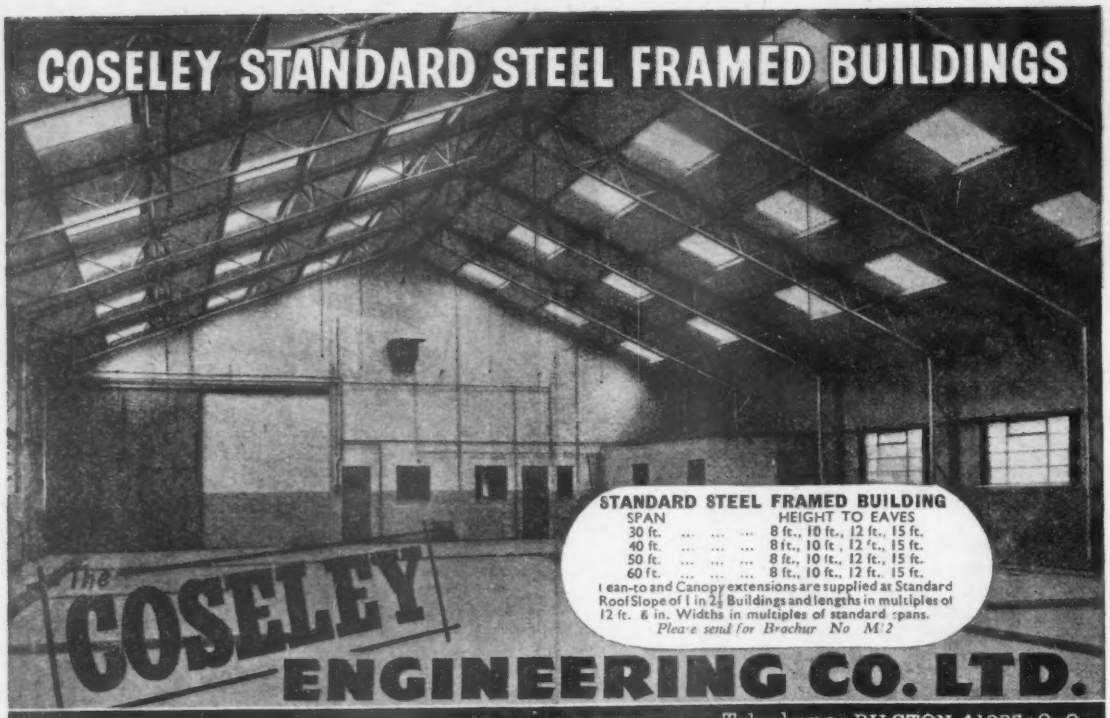

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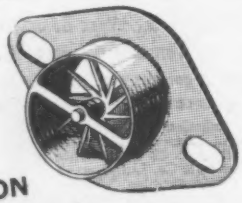

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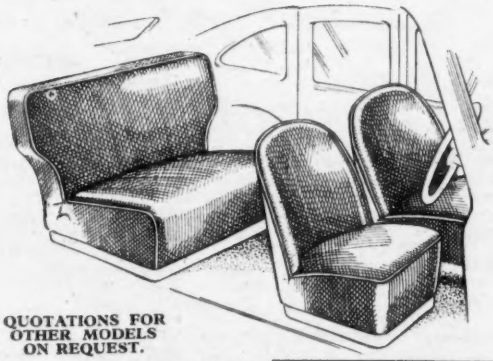

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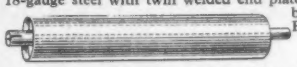

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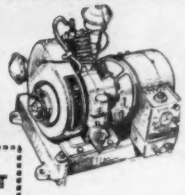

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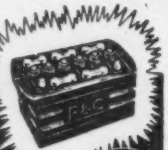

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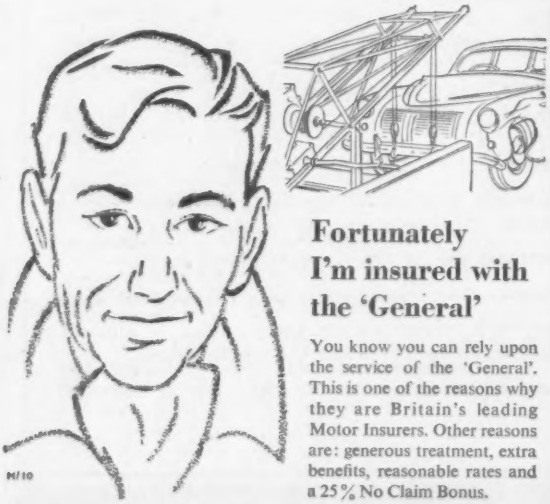

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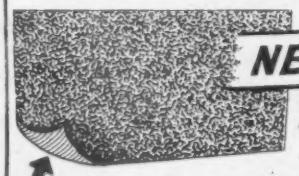

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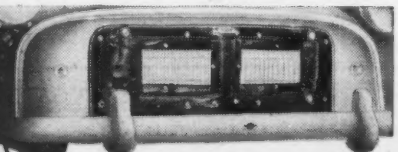

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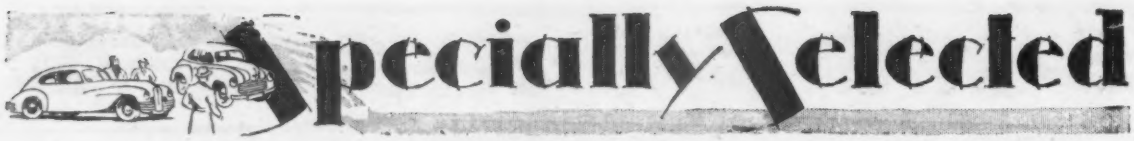


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| '53 **FORD** Prefect, black, immaculate | £485 |
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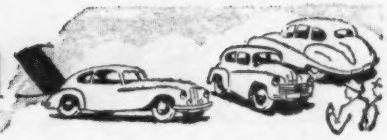

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| '49 | **HUMBER** S/Snipe Sal. V. gd. cond. for year | 375 |
| '46 | **WOLSELEY** 14 Saloon. Satisfactory cond.... | 360 |
| '45 | **ARMSTRONG** Lancaster, new 18 h.p. eng. ftd. | 360 |
| '46 | **VAUXHALL** 10 Sal. Good mech. cond. 1 own. | 355 |
| '48 | **HILLMAN** Minx Coupe. V. good cond..... | 350 |
| '39 | **RILEY** 1½-l. D/hd. Coupe. Attract. rare model | 325 |
| '47 | **JAGUAR** 3½-l. Spts. Sal. Very smart. Extras | 325 |
| '40 | **ROVER** 16 Saloon. Fastidiously maintained | 310 |
| '47 | **HILLMAN** Minx Saloons. Choice 3 from..... | 310 |
| '47 | **SINGER** 9 Roadsters. Choice 2 at ..... | 310 |
| '46 | **AUSTIN** 8 2-dr. Saloon. Extremely clean..... | 299 |
| '47 | **MORRIS** 8 Saloons. Choice 3 from..... | 295 |
| '52 | **MORRIS** 8 Van (Dec.). Repainted. Gd. cond. | 295 |
| '38 | **M.G.** 12 h.p. "VA" Spts. Sal. Attract. model | 270 |
| '37 | **ASTON MARTIN** Spts. Sal. Exceed. fine spec. | 265 |
| '39 | **VAUXHALL** 14 Saloon. Good example..... | 250 |
| '47 | **STANDARD** 8 Saloon. Attract. cond..... | 240 |
| '39 | **AUSTIN** 8 4-dr. Saloon. Very sound order... | 230 |
| '49 | **FORD** 8 Utility Van. Smart appearance ..... | 215 |
| '47 | **STANDARD** 8 D/head Coupe. Radio..... | 205 |
| '37 | **FIAT** 500 Convertible. Good mech. cond..... | 195 |
| '38 | **HILLMAN** Minx Saloons. Choice 3 from..... | 185 |
| '37 | **LANCHESTER** 14 Saloon. Satisfactory order | 185 |
| '38 | **STANDARD** 9 Saloon. Excel. mech. cond.... | 165 |
| '38 | **ALVIS** 26 4-lt. Saloon. Very good for age..... | 155 |
| '38 | **AUSTIN** 7 Ruby Saloon. Gd. order. Econ. | 150 |
| '38 | **MORRIS** 10 Saloon. Good example..... | 140 |
| '36 | **ARMSTRONG** 17 Saloon. Very sound for year | 125 |
| '38 | **MORRIS** 8 2-dr. Sal. S/rf. Fair cond..... | 120 |
| '37 | **STANDARD** 9 Saloon. Gd. running order | 120 |
| '37 | **FORD** 8 Saloon. Recent overhaul ..... | 115 |
| '36 | **SINGER** 9 Bantam Saloon. Good order ..... | 115 |
| '34 | **RILEY** 12 Kestrel Saloon. Fair specimen..... | 115 |
| '36 | **MORRIS** 10 Saloons. Choice 2 from ..... | 110 |
| '36 | **STANDARD** 9 Saloon. Excel. order for year | 110 |
| '36 | **FORD** 8 Saloon. Popular and reliable ..... | 105 |
| '36 | **VAUXHALL** 14 Saloon. A very sound car... | 105 |
| '35 | **AUSTIN** 10 Lichfield Saloons. Choice 2 from | 90 |
| '38 | **STANDARD** 12 and 14 Saloons. Gd. runners | 90 |
| '34 | **TRIUMPH** 10 Gloria Saloon. Cl. appearance | 90 |
| '35 | **S.S.II** 12 h.p. Saloon. Running order..... | 80 |
| '37 | **FORD** 22 "V8" Saloon. Eng. req's attention | 70 |

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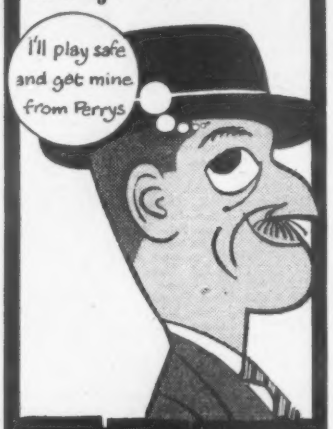


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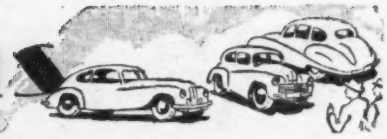

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| 51 **JAGUAR** Mark VII saloon, black ... | £875 |
| 52 **MORRIS** MINOR saloon, green..... | £495 |
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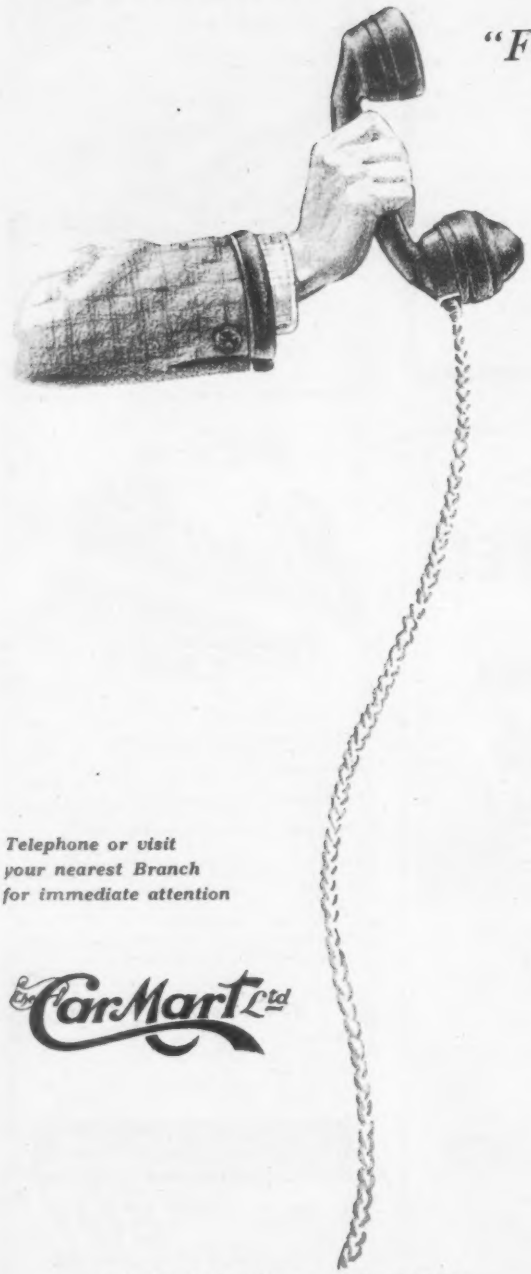

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| 1951 | **HILLMAN** Minx drophead coupe, heater | £495 |
| 1954 | **HILLMAN** Minx 21 model saloon | £625 |
| 1949 | **HUMBER** Hawk 14 h.p. saloon, radio | £475 |
| 1951 | **JAGUAR** " XK 120 " roadster | £795 |
| 1951 | **M.G.** 1¼-litre saloon, sliding head, heater | £570 |
| 1954 | **MORRIS** Minor 2-door de luxe saloon, heater | £575 |
| 1953 | **MORRIS** Oxford saloon, radio heater | £625 |
| 1954 | **STANDARD** 8 h.p. saloon | £460 |
| 1951 | **STANDARD** Vanguard saloon | £595 |
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| 1952 | **TRIUMPH** Mayflower saloon, radio | £545 |
| 1953 | **WOLSELEY** 6/80 saloon, heater | £685 |

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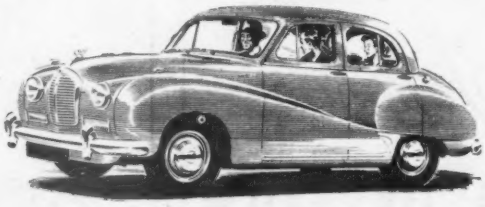
The Car Mart Ltd



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The Autocar

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**1949** A.C. 2-litre saloon, black, first-class condition throughout, one owner, 3 months' guarantee; £525.

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**G & M** ALFREDS (1936), Ltd.—1949 A.C. sports saloon, fine order throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

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HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time.

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WANTED, A.C. saloon Circa 1950, reasonable, private.—Box 8909. [2043

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

**XXX** H. F. Edwards offer immediate cash for good A.C.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

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CHIPSTEAD MOTORS, Ltd., offer:—

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CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

BARTLETT.—Alfa-Romeo 2.3 supercharged Mille Miglia, 2-seater, a classic car, £295; Alfa-Romeo 1750 sports coupe, careful owner, £175.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

### Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

### ALLARD

DAGENHAM MOTORS, Ltd., offer the following car:—

**1954** (July) Allard Monte Carlo saloon, fawn, red hide, twin carbs., high comp heads, Underseal, etc., 4,000 miles; £1,575.

**56** Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

**1953** Allard. See Sports Cars, page 49.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

**1950** Allard saloon, new engine fitted by makers; £425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1951** Allard K2 sports 2-seater, in first-class condition, many extras, really beautiful specimen; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

## SALES & WANTS

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### ALLARD

ALLARD 2-seater, 1945, excellent car throughout, blue, taxed; £375.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322. [C2073

**£525**!!! Allard P1 saloon, late 1951, immaculate metallic finish, white side-wall tyres, heater screen washers, maker's overhaul last June, superb order.

CHOICE of six other Allards, saloons, drop heads, tourers, 2-seaters; from £345.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

**1949** Allard drop-head foursome, new hood, heater, very smart, mechanically excellent; £355.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

**375** gns.—Allard, June 1948 super-sports 4-seater, high compression heads, twin carburettors, cowled air intake 3.5 axle ratio, very carefully used; terms, exchanges. Rowland Smith, below.

**365** gns.—Allard, 1949 model drophead coupe, steering column gear change, reconditioned engine, excellent condition, choice of 5 Allards; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

### Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

### ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

**1947** Alvis 14hp drop head foursome coupe, this unusual and attractive model must be seen and tried to be appreciated, engine overhauled and not yet run in; 429 guineas or £113/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GATEHOUSE offer:—

**1949** Alvis 14 TA model saloon, grey, heater and radio, immaculate throughout; £595.—Gatehouse Motors, Ltd., Highgate Village, Londonfi N.6. Tel. Mountview 4444. [C2021

ELM AUTOSALES offer:—

ALVIS Speed 25, 1938 (late), fitted with beautiful drop head foursome coachwork by Charlesworth, immaculate in black and blue, two-tone finish, interior as new, mechanically all that a good Alvis should be; £395.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2087

**1952** Alvis 3-litre coupe, black.

**1951** Alvis 3-litre Alvis saloon, black.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [1926

CHIPSTEAD MOTORS, Ltd., offer:—

!!! late 1950 Speed 25 sports 4-seater, gun metal and red, to clear; £265.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

BROOKLANDS, Alvis London distributors.

**1955** models available, demonstration.

**1954** Alvis T.C.21/100 saloon, under 5,000 miles, immaculate.

**1953** Alvis 3-litre saloon, excellent condition.

**1952** Alvis 3-litre Tickford coupe, radio, H.C. head.

QUALITY, service satisfaction.

GUARANTEE, deferred terms, cars purchased for cash.

**103** New Bond St., London W.1. Mayfair 8351-6. [C1029

ALVIS speed 25 V.D.P. sports saloon 1937, exceptional throughout, 50,000 miles; £265.—Box 8966

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

H. A. SAUNDERS, Ltd., Golders Green, offer:—

**1936** (June) Alvis 6-cyl. 3½-litre sports saloon, unrepeatable specimen; £187.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

**£310**—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**1948** Alvis 14hp saloon, grey/fawn, one owner, excellent condition; £525.—Dunham & Haines, Luton 2100. [C1079

**1949** 14 Alvis sports 2-seater coupe, cream, 19,000 miles, one owner, exceptional.—Tickford, Ltd. Temple Bar 3338. [C4000

**1954** Alvis T.C.21 saloon, one owner, 9,000 miles, as brand new, guaranteed; £1,550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. King. 8104.

CASS'S MOTOR MART.—1949 Alvis 14 saloon, run under 2,000 miles since overhaul and recollulosed at cost of £300; £695.—5, Warren St., W.1. Euston 4110. [C1040

**1951** (June) Alvis 3-litre saloon, finished in brown with brown leather upholstery, fitted heater and radio, one owner, in excellent condition; price £875.

CENTRAL MOTORS (SHEFFIELD), Ltd., Alvis distributors. Tel. 22898 and 22625. [2078

**1937** Alvis Firebird tourer, good hood and tonneau; seen London, Southampton, as owner emigrating Nov. 25th; £150.—70, Broom Rd., Rotherham. Tel. 4075. [1994

**1935** Alvis Speed 20, really outstanding condition; £475 spent on car on complete overhaul, a real bargain; price £285.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [2014

**1951** Alvis 3-litre saloon, black, red interior, fitted heater, in immaculate condition, one private owner. Alvis history; £685.—R. S. Currie & Co., Ltd., 105, Westbourne Grove W.2. Bayswater 0085. [C1065

**1939** Speed 25 aluminium saloon, telecontrol absorbers; Alvis reconditioned 1950; engine Laystall reconditioned 1954; mileage 38,000; £400.—Builders Supply Co., Southport. [1992

**1949** Alvis 14 saloon, grey, exceptionally good mechanical condition, body really requires respray, for quick sale; £375.—Garage Service Co., Ltd., 1,013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

**£595**!!! 1949 Alvis 14hp Tickford coupe, immaculate drop head foursome in maroon and black with new poly-vynol hood, bills for major engine overhaul in August this year, a truly outstanding specimen in 100% mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

**1952** Alvis 3-litre T.C.21 Tickford drop head coupe, one owner, radio, heater, high compression head, specially prepared coachwork, maintained by us as Alvis specialists, superb throughout, guaranteed; £925.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053/1

### Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

H. A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

WANTED privately in Scotland 1951 3-litre Alvis; must be perfect.—Box 8972. [2161

REQUIRED, really good Alvis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS 3-litre saloons or drop heads wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 5688/9 [9314

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

### Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane Manchester, 19. Rus. 2784-5. [0653/R

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kingston. Kingston 2241. [S4053

## AMERICAN CARS

**1951** Ford Customs 6-cylinder saloon, radio, heater, Whitewall tyres, a low-mileage car in outstanding condition; £850; terms, exchanges.—D. P. Wyatt, Ltd., 31/33, Fortune Green Rd., London, N.W.6. Hampstead 8988. [2250

**£899**!!!—Oldsmobile Special Futuramic sportsman's 6-seater drop head coupe, all electric model, fitted special hydramatic drive, although first registered 1950, this vehicle has all the modern looks and performance of a 1954 model about £2,000; magnificent specimen in absolutely impeccable condition; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6321. (East Finchley Underground.) [C2052

## AMERICAN CARS

SIMPSON'S offer:—

**1947** r.h.d. Mercury 4-door, radio and heater, all extras.

**1947** Ford 2-door saloon, heater, fitted with extras.

**1949** Studebaker Champion 2-door saloon, heater, other extras.

**1949** Buick Dynaflo, 4-door, radio and heater, Whitewall tyres.

**1950** Henry J. Kaiser, 2-door, radio and heater.

**1950** Mercury, radio and heater, 4-door, Whitewall tyres.

**1950** Ford shooting brake, 2-door, fitted with extras.

**1951** Cadillac 60, 4-door, radio and heater, Whitewall tyres.

**1952** Cadillac 60, 4-door, radio and heater, Whitewall tyres.

**1952** Chevrolet, 4-door, radio and heater, all extras.

**1953** Chevrolet, 4-door, radio and heater, all extras.

**1953** Chevrolet Bel Air 4-door, fitted all extras.

**1953** Buick Dynaflo, heater, tinted windows, all extras.

SIMPSON'S MOTORS' (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903.

METCALFE & MUNDY, Ltd.

**1953** Buick sedan, all extras.

**1952** Studebaker Champion.

**1952** Chevrolet, r.h.d.

**1951** Studebaker Commander convertible.

**1951** Chevrolet de luxe.

**1949**—50 Pontiac sedan.

**1942** Buick sedan.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

J. THOMPSON MOTORS, Ltd., offer:—

HUDSON Hornet, 1954, new, r.h.d.; £2,650.

DODGE Kinsway, 1954, 5,000 miles, r.h.d.; £1,975.

CHEVROLET Bel Air, 1954, 4,000 miles, l.h.d.; £1,675.

STUDEBAKER Champion, 1952, 18,000, l.h.d.; £995.

CADILLAC model 62, 1951, 20,000 miles, l.h.d.; £2,350.

BUICK Super 50, 1951, 25,000 miles, r.h.d.; £1,600.

FORD Custom V.8, 1951, 27,000 miles, r.h.d.; £950.

FORD Custom V.8, 1951, 35,000 miles, l.h.d.; £675.

OLDSMOBILE convertible, 1949, 40,000 miles, l.h.d.; £1,100.

CHRYSLER New Yorker, 1949, 42,000 miles, r.h.d.; £725.

PACKARD de luxe, 1949, 35,000 miles, r.h.d.; £695.

CADILLAC limousine, 1948, 7-seater, l.h.d.; £1,100.

JOE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858.

CAMDEN MOTORS offer the following American cars:—

**1951** Nash 24hp Statesman right-hand-drive coupe, 6-seater, saloon, immaculate low mileage specimen, all extras.

**1949** Studebaker Commander right-hand-drive coupe, 6-seater, electric hood and overdrive.

**1948** Studebaker Champion (22hp) right-hand-drive coupe, leather upholstery, electric hood and overdrive.

**1949** Packard Super Eight right-hand-drive saloon with overdrive and leather upholstery.

**1949** Buick Super Eight saloon, 15,000 miles, virtually as new.

**1949** Plymouth Series P18 6-seater saloon, one owner since new.

**1941** Chevrolet 30hp saloon, right-hand-drive saloon, 6-seater, modern body-styling; £225.

**1940** Chrysler Royal 27hp 6-seater saloon, leather interior; £275.

**1939**/40 Viceroy saloon, black, column gears, 6-seater body; £225.

**1937** Hudson Super Six touring saloon, fast and reliable; £95.

FOR further details, call, write or 'phone

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

### American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95 Fulham Rd., S.W.3. Kensington 4858.

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4036

## ARMSTRONG SIDDELEY

**1953** Armstrong Siddeley Sapphire saloon, electric gear box; £1,295.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

## ARMSTRONG SIDDELEY

WMWELBECK MOTORS for Armstrong Siddeley.

**1952** (September) Armstrong Siddeley Whitley 6-light saloon, grey and dark blue, mileage 17,000, radio, heater, as new, same as maker's guarantee; £925; available November 20; this car registration number WML1 is the personal property of one of our directors, and is probably the best Whitley in the country.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4047

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

**1951** Armstrong Siddeley Lancaster saloon, black, preselector; £695; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St. W.1. Museum 1001. [C3039

H. C. PAUL, Ltd

**1954** Armstrong Siddeley Sapphire saloon, black, radio, mileage 2,000.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040

AUTOMOBILIA, Ltd., offer:—

**1950** (Sept. '49) Armstrong Hurricane foursome convertible coupe, blue, blue leather, radio, heater, twin foglamps, screenwashers, excellent condition, one owner; £495.—Automobilia, Ltd., Pipphrook Garage, Dorking 4504. [C1089

GUY SALMON AUTOMOBILES, offer:—

ONE only, slightly shop-soiled 1954 Armstrong Siddeley Sapphire at a very useful saving under current list.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

**1951** (June) Armstrong Siddeley 18 Hurricane drop head coupe, blue/blue hide, unrepeatable one-owner specimen, highly recommended; £545.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

**1953** (August) Armstrong Siddeley Sapphire 6-light saloon, electric preselector gear box with automatic clutch, fitted heater, demister, etc., unpuncturable inner tubes, car finished in duo-green, with grey hide interior, mileage under 4,000, 22½mpg. condition as new in every respect, chauffeur maintained, taxed; £1,325.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

**1952** Armstrong Whitley saloon, small mileage; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACRES offer 1954 Armstrong Siddeley Sapphire, black and grey, unregistered; deferred terms or part-exchange welcomed.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

**1954** Sapphire pre-selective 6-light, 9,000 miles, black and fawn; £1,425.

**1954** Sapphire pre-selective, 6,000 miles, radio, black and silver; £1,495.

**1954** pre-selective 6-light Sapphire, green, radio; many extras; £1,475.

WILSONS AUTOMOBILES & COACHWORK, Ltd., 34, Acre Lane, Brixton 4011, and 1, Dorking Rd., Epsom 3901. [2000

**1954** Armstrong Siddeley Sapphire, black/silver grey, electric gear box, guaranteed mileage 3,000; very attractive price.

STEARNS & CO. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [2020

**1949** Armstrong Lancaster, radio, heater, a specimen car, in wonderful order throughout; £585; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

**495**gns.—Armstrong Siddeley, 1950 Hurricane drop-head coupe, manual gear change, radio, heater, exceptional; terms, exchanges. Rowland Smith, below.

**325**gns.—Armstrong Siddeley, late 1946 Lancaster 4-door saloon, sliding head leather, preselector, heater, one owner; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

**1953** (October) Armstrong Sapphire saloon, low mileage, radio, immaculate; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1954** (June) Armstrong Siddeley Sapphire saloon 5,000 miles, attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

G & M ALFREDS (1936), Ltd.—1953 Armstrong Sapphire Mark II, twin exhausts, hand-tuned engine, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

**1953** Whitley, one owner, every extra, in most immaculate condition; £895.—Taylor & Crawley, Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036

**1949** Armstrong Lancaster saloon, black/brown leather, fitted heater, low mileage, entire car looks and runs as new; £525.—Cyril Sheppard of Reading. Sonning 2345. [2328

**1954** Armstrong Siddeley Sapphire saloon, preselector gear box, radio, 2-tone green, as new, guaranteed; at a very reasonable price.—Lyttelton Garages, Ltd., Hampstead Garden Suburb. Speedwell 3500. [2276

OCTOBER, 1953, Armstrong Siddeley Sapphire, 10,000 miles, black with brown leather upholstery, fitted radio, screen washers, heater and de-mister; immaculate condition; offers to—Amersham 707, over £1,200. [2038

TANKARD & SMITH, Ltd., offer 1953 Armstrong Siddeley Sapphire, green/beige leather, one owner, moderate mileage, immaculate condition throughout; £1,425, three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

**1954** (Feb.) Armstrong Siddeley Sapphire saloon, finished silver grey/blue leather, pre-selectric box; radio; heater, screen washers; this car is as new and immaculate throughout; one owner; 90,000 miles from new; £1,400.—Gordon White & Co., Ltd., Gerrards Cross 2077. [2036

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY 1951 (May) Hurricane coupe, radio, heater, mileage 34,000, just reconditioned makers perfect; list £1,760 with extras; sacrifice £675.—"F," 46, Gloucester Square, W.2. Pad. 5247.

1953 Sapphire, 15,000 miles, one owner, electric gear box, radio, host of extras, first-class order; £1,295; 3 months' written guarantee.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9.

### Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

SAPPHIRE, low mileage, by private buyer.—Vic. 8697. [1826

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel Sta 8000, Seven Sisters Rd., Tottenham N.15 [0183/R

7-SEATER 1951/52 private 18hp. Limousines, also 25hp. reasonable mileage 1938/39 Limousines. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars -184-188, Gt. Portland St., W.1. Museum 1001 [0835/R

### Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

FULL repair and overhaul service for Armstrong cars. —Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0797/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R

## ASTON MARTIN

CHIPSTEAD MOTORS, Ltd., offer:—

!!! Le Mans short chassis 1934 model, black/red, engine just rebuilt with latest conrods, resleeved, new pistons, crankshaft reground and balanced, specimen, £345.

!!! Le Mans short chassis 1934 model, reputed one of the best of this type in existence, engine rebuilt with latest conrods, high-lift camshaft, etc., reupholstered, recellulosed, steering, chromium plated, virtually as new; £375.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

BROOKLANDS, Aston Martin sole distributors.

1955 D.B.2-4 models available, demonstration.

1954 Aston Martin D.B.2-4 saloon, immaculate condition.

1953 Aston Martin D.B.2, 2.6-litre Vantage engine, radio, heater, immaculate.

BUY or sell with confidence, cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

ASTON MARTIN Mk. II long chassis D.H.C. 1935, new hood, excellent mechanical order; £275.—Larkins, 14, Ridsdale Rd., Nottingham. [2102

BARTLETT.—Aston Martin 3-litre 160mph DB111/11 2-seater, full road equipment, complete history available, very low mileage.—27, Pembridge Villas, W.11. Bay 0523 [C1013

ASTON MARTIN 1½-litre International 1933 tourer, Bertelli coachwork, four new tyres, excellent condition; £165 or offers.—Bretherick, Bank Farm Cottage, Barnston, Wirral, Cheshire. [2216

325 gns.—Aston Martin, 1938 2-litre short chassis drophead coupe, new hood, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018

OPPORTUNITY to acquire one of the most handsome and well-kept Astons on the road; Mark II 2/4-str., B4/402/S; 1954 complete overhaul and rebuild including re-sleeving, new valves and springs, and replacement of all worn or doubtful engine parts; similar exhaustive treatment of clutch and whole transmission; all accessories reconditioned; chassis completely rebuilt post-war; many improvements from original; recellulosed B.R. green, new hood and screens; all chrome parts replated; thoroughly tested and tuned by ex-Aston works mechanic; this car, one of the most admired in the country, is reluctantly offered for sale, the owner's family having outgrown the rear seats thus forcing the purchase of a larger car; best offer over £425 will secure this magnificent car; inspection by appointment.—G. L. Hawkins, The Old Coach House, Alcombe, Minehead 145. [1988

### Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

PRIVATELY, 1953 or 1954 DB2 or DB2/4, mileage 5,000 or under, full history please, and lowest price within £1,400-£1,700 range.—Box 8970. [2159

### Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities. —Old Windsor. Tel Windsor 2002/3. [0198/R

## AUSTIN SEVEN

MEBES & MEBES, Ltd. (est. 1893), offer:—

1937 (Nov.) Austin 7hp de luxe sunshine saloon, reconditioned engine, black, brown leather upholstery, full de luxe equipment, carefully maintained; £150.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

195 gns.—Austin Big 7, 1939 4-door saloon, sliding head, leather, excellent condition; terms, exchanges. Rowland Smith, below.

165 gns.—Austin 7, 1935 Nippy sports 2-seater, carefully used; terms, exchanges. Rowland Smith, below.

145 gns.—Austin 7, late 1937 Ruby saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041 [C4018

### Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AUSTIN A30

CAR MART, Ltd., LONDON distributors.

1954 Austin A30 4-door saloon; £485.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A30, new, unregistered 2-door saloon, £475/14/2; 4-door saloon, £504/0/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

1953 (September) Austin A30 4-door saloon, blue, heater, one owner as new; £465.—Wards Garage, Ltd, Tunbridge Wells. Tel. Southborough 1000. [2275

PRIDE & CLARKE, Ltd.—1954 Austin A30 2- and 4-dr. saloons; choice several low mileage cars, from £459 to £489; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

### Austin A30 Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AUSTIN EIGHT

£145—1946 Austin 8 4-seater tourer, very smart, real bargain; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1947 Austin 8 4-door saloon; bargain, £299.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1946 Austin 8 4-door saloon, blue and blue leather, recond. engine, very clean, guaranteed; £325. —Kings Motors, 1, High St., Hounslow. Tel. 3532.

HILLWOOD MOTORS.—Austin 8, Oct., 1939, 4-seater tourer, grey, green upholstery, loose covers, recon. engine, new hood, first-class condition; £195.—Mill Hill (London) 4232. [2080

### Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AUSTIN TEN

1940 Austin 10; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

£159—1937 Austin 10 saloon, good condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£75 deposit.—Excellent original condition, mechanically perfect, taxed; £225; part exchanges.—Tudor 8073/Fitzroy 0293. [2286

195 gns.—Austin 10, 1938 Cambridge saloon, sliding head, leather, one owner, good condition; terms, exchanges. Rowland Smith, below.

95 gns.—Austin 10, 1933 saloon, leather, excellent condition, choice of 5 Austin 10's; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

1946 (December) Austin 10 saloon, reconditioned engine, original condition, guaranteed; £315, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034

1946 (reg.) Austin 10 saloon, blue and blue leather upholstery, new tyres, excellent condition throughout, taxed; £235; £60 deposit, balance 24 months.—MacLaren & Cox, 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [2255

### Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hampstead. N.W.3. (Swiss Cottage Tube.) Pri. 5914. [W4006

1939 Austin 10 Cambridge saloon wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

## AUSTIN A40

CAR MART, Ltd., LONDON distributors.

1954 Austin A40 Somerset saloon, sliding head, heater; £685.

1954 Austin A40 Somerset saloon; £655.

1954 Austin A40 Somerset coupe, radio, heater; £675.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAM, Ltd.

1954 Austin A40, sun roof, heater, 8,000 miles, one owner; £650

1952 Austin A40 Somerset saloon, grey, excellent condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1954 Austin A40 saloon, positively unmarked, showroom condition throughout; £650.

1952 (October) Austin A40 sports, low mileage, spare unused; £575.

1951 Austin A40 saloon, maintained regardless; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1952 (Sept.) Austin A40 sports foursome convertible coupe, beige, red leather, wing mirrors, reversing light, heater, 2 spare wheels, low mileage, one owner, excellent condition; £545.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

R. C. WIMBUSH, Ltd., offers:—

1953 (August) A40 Somerset saloon, grey with brown hide and heater, recorded mileage 11,000, as new; £595.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, beige/leather, and heater, excellent condition; £575; for other Overseas car bargains see page 53.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon saloon, fawn, radio, heater, 36,00 miles; part exchange; deferred terms —4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

BROOKLANDS.—Austin stocking agents.

1954 Austin A40 saloon, sun roof, heater, leather, 3,000 miles.

BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

C.M.I. CAR SALES (Pri 6623) offer:—

1954 Austin Somerset saloon, blue hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £640.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin, the new Cambridge A40 and A50 and all Show models; limited number of orders now acceptable from proven essential users; application forms, brochures, easy terms upon request.

1952 Austin A40 Somerset, one owner, black/red hide, immaculate; £535.

1949 A40 Devon saloon, black/red leather, well maintained, highly recommended; £370.

1953 (July) Austin Somerset coupe, one owner, mileage 11,000, black/fawn hide, immaculate, highly recommended, £590.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

AUSTIN A40 Somerset saloon (1953), black; £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

DAGENHAM MOTORS, Ltd., offer the following car:—

1954 Austin Somerset convertible, radio and heater, 8,000 miles; £675.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. [C1066

1949 Austin A40, sunroof, heater, radio, covers, £435.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Padington 0289. [C2035

1948 Austin A40 Devon saloon, black/cream, one owner; £395.

FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448/9. [2114

1950 Austin A40 saloon, one owner, guaranteed, £425.—Below.

1953 Austin A40 Somerset, convertible, black, radio, heater, immaculate, guaranteed, £585; exchanges, terms.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14 Park 9704/5968. [C3034

1953 Austin A40 Somerset saloon, beige, heater, one owner, guaranteed; £600.

FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tho. 1448/9. [2113

1949 Austin A40, genuine mileage 30,000, one owner, quite faultless; £425.—Below.

1953 (July) A40 Somerset, sun roof, 1,000, heater, one owner, faultless; £610.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2014

ACRES offer 1953 Austin Somerset, 14,000 miles, heater, choice of two, immaculate cars; £625.

ACRES AUTOS, Ltd 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

1953 A40 Somerset, grey/red, heater/roof, one owner, unmarked; £635.—Dunham & Haines, Luton 2100. [C1079

1949 A40 saloon 4-door, one owner, low mileage heater, excellent condition throughout; £465. —Elmbridge 3974. [2028

AUSTIN A40, September, 1952, leather upholstery moderate mileage; £550.—"Forge Acres," High St., Selsey, Sussex. Tel. 2001. [2053

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

**1952** (October) Austin A40 sports, 19,000 miles since new, undoubtedly the finest example available; £565.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1952** Austin A40, heater etc.; £525; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [2350

**1952** (February) Somerset saloon de luxe, one careful owner, small mileage, excellent condition; £625.—Dobsons, Ltd. (Austin Agents), Staines 801.

**1953** series Austin A40 saloon de luxe, black and brown, leather, heater, sliding roof, loose covers. 21,000 miles by one meticulous owner, taxed; £585.
AUSTIN A40, 1949 (Oct.) 4-door saloon, grey and fawn, radio, heater, sun roof, good tyres, 32,000 miles; £445.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

**1954** Austin A40 Somerset saloon, green, heater, leather, etc., 5,000 miles; £660.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

**£499**!!!—1951 Austin A40 de luxe saloon, fitted heater, specimen condition, choice 2; also A40 Countryman; 3 months' guarantee; hire purchase exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**1950** A40 saloon, grey, heater, perfect condition; £485; exchanges; h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay 5929.

**1953** model Somerset, in immaculate condition; £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.

**1952** (Nov.) A40 sports coupe, 22,000 miles, radio, heater, many extras; £565; terms, exchange.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

JACK ROSE, Ltd., offer: 1951 (June) A40 sports 4-seater, one owner, almost unmarked; open to any examination; £485.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

**1949** Austin A40, blue, blue leather upholstery, radio, heater, sun-roof, a very nice car; £465.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

**1952** (Sept.) Austin A40 Somerset saloon, one owner, heater, leather, almost as new (guaranteed); £595.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

**1951** A40, dark green, fixed head, manual box, 54,000 miles, not re-bored, radio, heater; £480, no offers.—Speeds, Port St., Evesham. Tel. 2611/2. [1990

**1950** Austin A40 black saloon, radio, heater, all in perfect order, for sale privately by original owner; viewed Leicester.—Apply Ross-Wilson, Gaddesby 266. [1675

**1948** (Nov.) Austin A40 2-door sun saloon, heater, very low mileage outstanding condition, guaranteed; £425.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

**1953** (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £635; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127.

AUSTIN A40, grey saloon de luxe, December, 1951, 25,900 miles, immaculate; H.M.V. radio, heater, leather upholstery, sliding roof, steering column gears, new battery, good tyres; £560.—Brookwood (Guildford) 2325. [2054

**1954** (February) Austin A40 convertible, grey, 11,000 miles, heater, radio, superb condition throughout, £650; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035

**1949** Austin A40 saloon, black/beige leather upholstery, one owner, factory reconditioned engine fitted, taxed, etc. £445; £110 deposit, balance 24 months.—MacLaren & Cox, 928, High Road, Finchley, N.12. Tel. Hillside 0560/9353. [2256

### Austin A40 Cars Wanted

CMT
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HA. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A40 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

AUSTIN A40 buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

## AUSTIN A50

**1954** (November) Austin A50 Cambridge; £775.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1955** model A50 Austin Cambridge de luxe, 80 miles only; £790.—Mee, Presteigne. Tel. 386. [2252

**1955** model A50 Cambridge, 135 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1955** model Austin A50 Cambridge de luxe saloon, registered but unused; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4788. [C3016

## AUSTIN TWELVE

MEBES & MEBES, Ltd. (est. 1893), offer:—

**1937** (June) Austin 12hp de luxe saloon, grey with leather upholstery, coachwork, mechanical condition and tyres good, taxed; £185.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

HILLWOOD MOTORS.—Austin 12/4 1939 saloon, black, brown leather, roomy, comfortable and economical, recently overhauled; £225.—Mill Hill (London) 4232. [2081

## AUSTIN TWELVE

**1947** Austin 12hp saloon black, and brown interior, immaculate throughout; £385.—Elmbridge 3974. [2027

**1947** Austin 12 saloon, very nice vehicle; £360.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

### Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AUSTIN SIXTEEN

HA. SAUNDERS, Ltd., Golders Green, offer:—

**1949** Austin 16 sunshine saloon, one owner, blue/blue hide, heater, screen washers, specimen car, highly recommended; £525.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

HEARSES!!! £1,150. A selection from this price; attention address.—Below.
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. [2278

**1948** Austin 16 saloon, black, excellent condition; £395.—Hale Motors, Ltd. Tel. 7771/4.

**1946** Austin 16 saloon, fine car; £330.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

**1949** Austin 16 saloon, magnificent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

**1948** Austin 16, excellent condition; £399.—Jack Pozner (Autos), Ltd. 395, Hendon Way, N.W.4. Hendon 1423-4. [3068

**£345**.—Austin 16 1946 4-door saloon, exceptionally good mechanically, original cellulose, leather interior; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

**1947** Austin 16 saloon, engine just reconditioned, full guarantee; £325!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

**1948** Austin 16 de luxe sun saloon, heater, outstanding condition, guaranteed; £395.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

**1946** (November) Austin 16, immaculate cellulose and interior, excellent mechanically; £325; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

**£365**!!! Oct. 1947 Austin 16hp de luxe saloon, one private and fastidious owner since new, complete history and servicing bills etc. available from Austin distributors, coachwork entirely original, engine, gear box, back axle all in 100% order, excellent tyres and battery, a very sound investment.
CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

### Austin Sixteen Cars Wanted

HA. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN 16 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN hirecar limousine required; must be privately owned and good condition.—Full particulars to Box 8791. [1710

HIRECAR 1949/51/53 Limousines urgently required for cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941.

LIMODSINE Hirecars, low mileage, 1951/52, forward occasionals, brown leather, nominal mileages, desirable condition, black, excellent selection, certified mechanically, from £670.

**1953** Hirecar Limousine, partition, forward occasionals, leather throughout, black, (mileage genuine eleven hundred) new condition, spotless. Alpe & Saunders Ltd, Providence Court, North Audley Street. Mayfair-2941. [C1006

## AUSTIN A70 & A90

CAR MART, Ltd.,
LONDON distributors.

**1954** Austin A70 Hereford saloon, heater; £750.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

**1950** Austin A90 all-electric convertible coupe, really immaculate throughout, mechanical condition far above average; 479 guineas or £126/19 deposit.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

NEWNHAMS, Ltd

**1953** Austin A70 saloon, black, sun roof, heater, 11,000 miles, one owner; £685.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUTOMOBILIA, Ltd., offer:—

**1949** (July) Austin A70 4-door de luxe sunshine saloon, black, brown, heater, foglamp, excellent condition; £465.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

C.M.I. CAR SALES (Pri. 6623) offer:—

**1952** Austin A70 Hereford saloon, nominal mileage, good condition; £585.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

**1953** A70; £585.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

## AUSTIN A70 & A90

HA. SAUNDERS, Ltd., Golders Green, offer:—

**1954** Austin A70 Hereford sunshine saloon, black/brown hide, 9,000 miles, many extras, unrepeatable, one owner, specimen, highly recommended; £675.

**1952** (Aug.) Austin A70 Hereford saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

**1950** Austin A70 Hampshire, one owner, black/red hide, many extras, beautifully maintained, highly recommended; £440.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ACRES offer 1950 Austin A70 Hampshire, many extras, spotless; £495.
ACRES AUTOS, Ltd., 136-138, Stratham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

**1953** Austin Hereford saloon, heater, taxed; £625.—9, Salisbury Rd., Barnet 4168. [2129

**1951** Austin A70 Hampshire saloon, 27,000 miles; £150 extras; £475.—Worthing 6123. [2184

CAMDEN MOTORS offer four Austin A70 Hereford Countryman estate cars, see under Utilities.

**1952** (Oct.) Austin A70, one owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd. Temple Bar 3338. [C4029

AUSTIN A90 hard top 1952 (June), immaculate throughout, blue, extras; £550, nearest.—Simmons, Grosvenor 2635. [2280

**£399**.—A70 Hampshire saloon, black, heater, fog lamp, immaculate and mechanically perfect, taxed.—Kingston 7136. [2270

**1953** (May) Austin A70 saloon, beige with red interior, one owner from new, immaculate; terms and exchanges; £595.
STARNES MOTORS, 105, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [2307

**1952** model A70 saloon, heater, guaranteed; £510; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

**1954** Austin A70 saloon, black, 300 miles, extras, as new, one month old; price £775.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056.

**1953** Austin A70 sun saloon, heater, leather, loose covers, as new, guaranteed; £675.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kingston 8104. [C4053

**1951** (May) A90 electric convertible, dual green, radio, heater; £550.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

JACK ROSE, Ltd., offer: 1950 Series A70 Hampshire saloon, good appearance inside and out, excellent mechanically; £390.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

**1953** Austin A70, sun roof, radio, heater, loose covers, wheel embellishers, one owner, faultless; £685.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2014

**1954** Austin A70 Hereford, sun saloon, heater, leather, loose covers, genuine 12,000 mls.; £660.—Gibsons Sports Cars (Christchurch), Ltd., Lymdhurst Rd., Christchurch, Hants. Tel. 1681. [2237

PRIDE & CLARKE, Ltd.—1954 Austin A70 sun saloon, grey/blue, 4,000 miles, heater, covers, one owner, £719; 1950, black/brown heater, £429; three months' guarantee; terms, exchanges; lists.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

**£495**!!! Austin Atlantic coupe 1950, April delivery, electric hood, etc., heater, telecontrols, one owner, fastidiously maintained, reconditioned engine August this year, just completed 3,000 miles, unrepeatable value.
CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

**1952** model Austin Hereford, beige with brown leather, loose covers, heater, Ace Rimbellishers, recent new tyres, 24,000 miles, one owner, superb condition throughout, taxed; £515, or near offer.—Vandyke 4936 (London), 10 a.m.-6 p.m. [2297

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic sports saloon, low mileage, two owners, fitted H.M.V. radio, exceptional condition; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

**£555**!!!—Magnificent A90 drop head coupe, full electric model with radio and heater, the speedometer reads 12,000 but despite this the vehicle literally looks brand new, bodywork spotless, chrome work as new, undoubtedly the finest we have had; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

XXX 1952 (July) Austin A70 Hereford saloon, finished in fawn and chromium with brown hide upholstery, fitted with loose covers and heater, most attractive one-owner car, recommended with every confidence, written guarantee; £635 (1953 Austin A70 Hereford also available); terms, exchanges.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

### Austin A70 and A90 Cars Wanted

CMT
THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

HA. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A70 and A90 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good Austin A70.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AUSTIN EIGHTEEN

LIMOUSINES, 1938 Austin 18, division, occasionals, exceptional, £400; also Daimler LQ3 8-seater, good condition; £150.—Pattens, 1, Alderley Rd., Hoylake, Cheshire. Tel. 5115. [2061

### Austin Eighteen Cars Wanted

7-PASSENGER, 1936, black Windsor Saloon, also Gordon partitioned Limousine, leather throughout, certified mechanically, excellent order, £325. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1938/39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

### AUSTIN TWENTY

LIMOUSINE, 1938, Mayfair, forward occasionals, black, leather throughout, carefully maintained, wonderful condition. £385. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.

### AUSTIN TWENTY-EIGHT

LIMOUSINE, 1939, partitioned Ranelagh, forward occasionals, excellent. £325. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

### AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON distributors.

1952 Austin A125 Sheerline saloon, sliding head, radio heater; £795.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. 6600. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Austin Sheerline saloon, in black, fitted radio, heater, loose covers, etc.; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6505. [C2040

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline saloon, metallic blue, one owner, radio, heater, guaranteed; £775.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1949 Austin Sheerline, black, radio and heater, one previous owner; terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1935

HEARSES!!! £1,150. A selection from this price; attention address.—Below.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [9686

ACRES offer 1951 (November) Austin Princess saloon, low mileage, grey, radio and heater; £945.

ACRES offer 1952 model Austin Sheerline, black, heater and many extras, 21,000 miles, spotless; £775.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

AUSTIN Sheerline 1951 saloon, black/beige hide, radio, heater, one owner, 19,700 miles; £650.—May, 5242. [C3030

£625.—1950 Austin Sheerline saloon, dark metallic green with beige hide, 28,000 miles, in beautiful all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 (July) Sheeerline, black, full equipment; £555; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time.

1954 (new) Austin Sheerline, original list price £1,850; offered at £1,495.—Sidney Marcus, Ltd., 33, Sloane St. S.W.1. Tel. Sloane 3557/6970.

JACK ROSE, Ltd., offer:—1949 Sheerline saloon, clean inside and out, open to any examination; £535.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1953 (Sept.) Sheerline, 10,000 miles, one owner, black, immaculate, written guarantee, part exchange; £975.—Chain of Ealing, Hanger Lane, W.5. Per. 4404/5. [C1043

1949 (Nov.) Austin Sheerline, total mileage 12,000, absolutely immaculate; £675.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036/1

ARCHIE SIMONS & Co., Ltd., 1953 Austin Princess saloon, colour black, brown leather upholstery, low mileage, immaculate throughout; £1,325.—94, Gt. Portland St., W.1. LAN. 1343. [C4013

1949 (November) Austin Sheerline de-luxe saloon, black, believed genuine 27,000 miles, an exceptionally well maintained vehicle; £565.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

EXCHANGE low-mileage Austin Sheerline, 1952, in immaculate condition, for low-mileage Zephyr or Zodiac; cash adjustment either way or sell £750.—Tel. Stewart, Stockport 4470 Cheshire area. [2315

1954 Austin Sheerline saloon, seat covers, radio, heater, 10,000 miles, one owner, beautiful condition; £1,255.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1952 Austin Sheerline, grey with grey upholstery, fitted radio, heater, sliding head; this car is in outstanding condition throughout, one very careful owner-driver, taxed; £675.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [C1076

LIMOUSINE, 1951/52, long wheelbase, partition, forward occasionals, privately owned, mileage 26,000 excellent order, black. £1365.

1954 Long wheelbase modern Princess partitioned Limousine, extra wide occasionals, black, lavishly equipped, genuine low mileage, delightful condition throughout. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

### Austin A125 and A135 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125 and A135 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines) [W4004

CHAIN OF EALING require used Austins, Sheerline, Perivale 4404. [W1045

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941.

### Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

GARDNER & Co. (HENDON), will buy your Austin 10.—Hendon 3359 and 8460. [W2074

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15 [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

### Austin Spares and Service

A

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123 [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

THE CAR MART, Ltd.

LONDON distributors: spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16 Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054) [0160/R

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0916/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R

HAMPTON COURT.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court. Mol. 6109. [84053/1

KINGSTON-ON-THAMES. — Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

GEAR boxes, engines, dampers, gears, repairs! Cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [S4100

FAIRLEY'S (Res. Phillips) are first choice for all Aust. spares. '32-'49 by return post.—John St., Sheffield. 22876 [0216/R

AUSTIN spares any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769.

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

BRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

### AUSTIN-HEALEY

L. F. WARD, Ltd.

1953 Austin-Healey, 5,000 miles, as new; £875.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

H. W. MOTORS, Ltd., offer:—

1954 (July) Austin-Healey sports, one owner, indistinguishable from new; £925.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

R. C. WIMBUSH, Ltd., offers:—

1954 (Sept.) Austin-Healey sports black with red upholstery, just carefully run-in, 2,000 miles, bargain; £945.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

BROOKLANDS.—Austin-Healey stocking agents.

1954 Austin-Healey 100 2-seater, modified engine.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACRES offer 1954 Austin-Healey 100, heater and overdrive, 6,000 miles, as new; £895.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1954 Austin-Healey sports, red, black leather, 11,000 miles since new, fitted overdrive, heater, chrome luggage rack, flame-thrower spotlight, one owner; this car is indistinguishable from new; £895; can be seen London by appointment.—Fulmer, Bucks. 252. [2072

BARTLETT.—Austin-Healey, 1954, 125mph, special drop head by Tickford, full Le Mans specification, many extras, 3,000 miles, your enquiries for the new Austin-Healey are most welcome, and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas, W.11. Bay. 0523.

### Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

BARTLETT will pay more for good Austin-Healeys.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

### Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick

### AUTOVIA

£295!!! 1939 Autovia 24hp de luxe saloon magnificent specimen maintained beautifully, with performance and looks of a £1,000 motor car; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

### BENTLEY (3½, 4¼-litre and New 4½-litre)

J
B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

1953 4½-litre standard saloon, velvet green/grey leather, automatic gear box, 8,000 miles; £4,150.

1953 4½-litre standard saloon, Tudor grey/grey leather, 42,600 miles; £3,150.

1950 4¼-litre standard saloon, grey/grey leather, 42,000 miles; £2,350.

1950 4¼-litre standard saloon, black/brown hide, 47,500 miles; £2,000.

1948 4¼-litre standard saloon, black/brown leather 51,500 miles; £1,550.

AUDLEY House, North Audley St., W1. Mayfair 5242. [C3030

R
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RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at:

LEEDS, Bradford, Sheffield. [0906/R

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1954 Continental 2-door sports saloon, black with brown hide; £6,500.

1954 standard steel saloon, with fully automatic gearbox, velvet green and silver with green hide; £4,500.

1954 standard steel saloon with fully automatic gearbox, black with beige hide; £4,350.

1954 standard steel saloon with fully automatic gearbox, black and maroon with red hide; £4,350.

1953 standard steel saloon with fully automatic gearbox, duo-green with grey hide; £4,100.

1952 Hooper 4-door sports saloon with curved windscreen, black with beige hide to the front and beige cloth to the rear, electrically operated windows; £4,850.

1950 standard steel saloon, black and pale primrose with beige hide; £2,450.

1950 standard steel saloon, finished in black with beige hide; £2,350.

1949 Freestone & Webb sports saloon, grey with grey hide; £2,750.

1949 drop head coupe by Park Ward, grey with grey hide; £2,850.

1948 standard steel saloon, two-tone grey with blue hide; £1,795.

1947 standard steel saloon, black with brown hide; £1,695.

1934 Park Ward sports saloon with sliding roof, black with blue hide; £350.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

PB Ltd., offer:—

1947 standard steel saloon, grey, grey leather, reconditioned engine fitted recently.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3035

H. C. PAUL, Ltd.

1952 Bentley standard steel saloon, finished velvet green, 30,000 miles, indistinguishable new; £2,775.

1951 Bentley standard steel saloon, 46,000 miles, exceptional condition; £2,250.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040

RUSSELL MOTORS offer:—

1949 Mark VI Bentley standard steel saloon, 64,000 miles only, one owner, dual grey and blue leather.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

EVANS & O'MALLEY offer:—

1936 Bentley 4¼-litre saloon by H. J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater, in exceptional condition throughout; £695.—Lowndes Sq. Knightsbridge, S.W.1. Sloane 1348-1709 [9469

SANDERSON & HOLMES, Ltd.,

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

1953 R-type Bentley saloon, midnight blue, in beautiful condition, supplied and serviced by us; £3,600.

LONDON Rd. Derby. Tel. 47471-6. [C4073

1937 4½ Bentley by Park Ward saloon; £525; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4¼-litre and New 4½-litre)**

MANN EGERTON & Co., Ltd.

**1951** Bentley steel saloon, midnight blue, beige leather, 26,000 miles; £2,550.

**1950** Bentley sports saloon by H. J. Mulliner, two-tone grey, dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.

**14** Berkeley St., W.1. Hyde Park 2073. [C2006

MAIDSTONE ENGINEERING Co.

**1938** Bentley 4¼-litre sportsmans saloon, this is the actual works demonstration car and is in really excellent condition throughout, engine and chassis reconditioned at works in 1951 and only covered a small mileage since, fitted all new tyres and Ace discs, the car is finished in black with green below waistline with interior to match, the mechanical condition of this car is really excellent and the performance is superb, a most attractive example; £850; terms, exchanges.

**1947** (June) Bentley standard steel saloon, finished in unblemished blue with blue leather interior to match, in most excellent condition throughout, speedometer reading 44,000, fitted almost all new tyres including spare, a really superb example, fitted radio, heater, etc., this must be seen to be appreciated; £1,595; terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester Pen. 3457. [C3000

CREST OF BOURNEMOUTH offer:—

**1948** Bentley Mk. VI standard saloons, choice of three; from £1,650.

**1939** Bentley 4¼, overdrive drop head coupe, by Vanden Plas, black and beige, new hood, excellent history; £1,175.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1099

COOMBS AND SONS (GUILDFORD), Ltd., offer:—

**1935** Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

WOKING MOTORS (MAYBURY HILL), Ltd.

**1950** standard steel Bentley saloon, 29,000 miles, superb condition; £2,100.—Woking 4277-8.

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

**1953** (Oct.) Bentley 4½ sal., with automatic gear box, Tudor grey, low mileage, carefully maintained; £4,150.

**1953** (Jan.) Bentley Mk. VI B type, large boot, one owner, 29,000 miles, black, red leather; £3,475.

**1949** Bentley Mk. VI drophead coupe by Park Ward, black, most attractive car, good history and superb order throughout; £2,275.

PART exchange and hire purchase arranged.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

**£245**—1932 Bentley 4-litre Gurney Nutting sports saloon outstanding condition; £100 down.—Below

**1936** Rolls-Bentley 4¼-litre drop head foursome coupe bills available for complete engine overhaul, practically unused since; the biggest bargain ever offered; £450 or £150 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490.

**1951** Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £2,750.

**1936** 4¼-litre Bentley sports saloon, black, recently overhauled, excellent condition, radio, taxed; £550.—Tickford, Ltd. Temple Bar 3356.

**14000** miles, 1951 Bentley standard saloon, one owner, indistinguishable from new; £2,475. Harmer Green House, Welwyn 61. [2147

**G & M** ALFREDS (1936), Ltd.—1948 Bentley 4-door saloon, coachwork by Freestone and Webb, works history.—6-7, Warren St., W.1. Euston 3268. [C1005

CASS'S MOTOR MART.—1934 Bentley 3½ sports saloon, black, radio, run under 1,500 miles since £700 overhaul; £525.—3, Warren St., W.1. Euston 4110. [C1040

**1939** 4¼-litre Bentley Park Ward saloon, black/maroon leather, radio, heater, outstanding example; £795.—Cyril Sheppard of Reading. Sonning 2345. [2330

**1948** Standard steel saloon, black, Mark VI, B.M.V., washers, etc.; very nice condition; £1,625; small car taken part exchange; private seller.—Coxhill, 376, Coventry Rd., Birmingham. [1987

BENTLEY Mk. VI 4¼-litre 1950 steel saloon, almost new condition; £2,185, exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth. (Southbourne, 43344.) [C4024

**1935** (January) Bentley 3½-litre, Thrupp & Maberley, most attractive-looking car, exceptional condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

COACHBUILT 1950 Bentley Mk. VI, attractive saloon by Hooper, Ltd., exceptional condition; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth. (Southbourne 43344.) [C4024/1

BENTLEY Mark VI T.N. Series, 1,000 miles only, finished in black with red leather, indistinguishable from new; £3,895.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576.

**1948** Bentley Bk. VI razor-edge special saloon by Hooper, Ltd., exceptionally attractive in dual colours, beautifully maintained; £2,295, exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth. (Southbourne 43344.) [C4024/2

**1947** Bentley Mark VI, special body by Vanden Plas, 70,000 miles, complete engine overhaul '52, full history available, mechanically perfect, absolutely immaculate; £1,645.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050/1

ROLLS-BENTLEY 1938 L.E. series drop head coupe, by Vanden Plas, one of the finest examples existent, over £700 expended during last 18 months, black, grey interior and hood, white sycamore facia and fillets; £925 or any near reasonable offer.—Apply in first instance Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [2279

**BENTLEY (3½, 4¼-litre and New 4½-litre)**

**1948** (Sept.) Bentley Mark VI saloon; £1,775.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

**1948** Bentley Mark VI 4-door estate car, all model body, grey with blue leather, 65,000 miles; £1,465.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050/2

MARK VI Bentley drop head 1948 4/5-seater by Park Ward, special compression and rear axle ratios, exceptional performance and condition; £2,285, exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth. (Southbourne 43344.) [C4024/3

**XXX** 1938 Bentley 4¼-litre superb semi razor edged sports saloon body with rear boot by Mulliner, luxuriously equipped, two spare wheels in metal covers, twin horns, discs, finished in black cellulose with chromium mouldings and upholstered in gun metal grey leather, absolutely immaculate appearance, delightful performance, thoroughly recommended; £895; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012.

## BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

**1924** Bentley 3-litre 4-seater, engine fitted with twin S.U. carburettors, whole car in excellent mechanical order; £140.—Garage Service Co., Ltd., 1013 Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2018

### Bentley Cars Wanted

CMT THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212 [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

BENTLEY saloon with automatic transmission wanted by private owner.—Box 0020. [2327

BENTLEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

**1949**/50 Mark VI low mileage standard steel saloon.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange any pre-war or post-war Bentley.—71 Broad St., Midland 2437 [0557/R

**XXX** H. F. Edwards offer immediate cash for good Bentley.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

### Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C5030

CHARLES FOLLETT, Ltd., officially appointed retailer and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362 [0490/R

### Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARK, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [W3068/R

### Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

## BRISTOL

L. F. WARD, Ltd.

**1954** Bristol 403, 7,000 miles; 1950, 401; these cars have been through our workshops and are 100%.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4043

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

## BRISTOL

AUTOMOBILIA, Ltd., offer:—

**1948** (July) Bristol type 400 sports saloon, blue, beige leather, radio, heater, demister, excellent condition, cost £2,800, sacrifice; £875.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

MAIDSTONE ENGINEERING Co.

**1952** Bristol type 401 sportsmans saloon, most beautifully finished in metalescent blue with fawn leather interior, the interior of this car has been fitted with loose covers since new and is still quite like new, the bodywork and paintwork are literally unblemished, fitted Michelin tyres, all in excellent condition and new battery, this car is fitted with all extras including radio, heater with twin radiators for front passengers, all tools still in wrappers and quite unused; this is a genuine one-owner car and has only covered some 38,000 miles from new, a most luxurious and most attractive means of really high speed motoring, the performance is all that could be desired, she is quite capable of over 100mph and the handling qualities are really superb and give every confidence at high speeds, at normal cruising speeds she will average 30mpg, the ideal car for the sporting enthusiast who requires something really out of the ordinary; £1,595; terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester Pen. 3457. [C3000

BRISTOL 400s, choice of 2, both immaculate, 1 grey/black, one green; from £895.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

**1953** (Oct.) Bristol 403 saloon, radio, loose covers, low mileage; £2,200.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1927

ANTHONY CROOK offer largest selection of new and used Bristols, all colours and models, side by side, choose from:—

**1954** 403, 5,000 miles, numerous extras, just as new.

**1954** 404 2,800 miles, 115 mph, short chassis, fixed head coupe.

**1953** 403, 10,200 miles, heater, radio.

**1952** 401, 27,000 miles, heater, radio.

ALL the above are one-owner cars, supplied and maintained by us, and for which we can certify mileage and condition.

**1949** 400, heater, radio, 401 modifications.

**1948** 400, heater, radio, extensive overhaul.

**1950** 402 drop head, 125 bhp engine, available shortly when new drop head delivered; maintained by us from new.

ANTHONY CROOK MOTORS, leading Bristol distributors and repairers since the cars origin.

CATERHAM Hill, tel. 2232, and High St., Esher, tel. 4580, Surrey. [C1063

**1950** (model) Bristol. See Sports Cars, page 49.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

**1948** (Aug.) type 400 Bristol, 58,000 miles, black with beige leather, radio, heater, excellent condition throughout; £845.

GEORGE NEWMAN & Co. (B'TON), Ltd., 39-40, Old Steine, Brighton 28102-4. [2148

**1949** and 1948 Bristol type 400 saloons; price and full details on application.—A.F.N., Ltd., 400, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

**1952** Bristol 401 sports saloon, most carefully maintained, seat covers, excellent condition; £1,595.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

**1950** Bristol 401 saloon, in opalescent red, chromium wheels, radio and heater, new Dunlop road speed covers, Lifeguard tubes, taxed; £1,295; consider part exchange.—14, Offington Gdns., Worthing, Swandean 849. [C4027

**1949** Bristol 400, black, beige leather, radio, heater, recent overhaul by distributors, new Forts, in really magnificent condition, taxed; £895; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [2149

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280. [0474/R

### Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303 [W2040

BARTLETT will pay more for good Bristols.—27, Pembridge Villas, W.11. Bay. 0525. [W1013

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinckley, Leics. Tel. 558-9.

KDM & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle St., W.1. Gros 5551 [W2054/R

LOW-mileage 401 saloon at a reasonable figure by private enthusiast.—55, Broadwalk, E.18. Wanstead 2688 [C232

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

**XXX** H. F. Edwards offer immediate cash for good Bristol.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

## B.S.A.

**£85**.—1936 B.S.A. Scout sports 2-seater, unrepeatable bargain; £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

### B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

### B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

## BUGATTI

**1939** 2-seater coupe, 14,000 miles; £1,500.—J. Lemon Burton, Lonsdale Rd., N.W.6. Maida Vale 1331. [0870/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

## BUICK

METCALFE & MUNDY, Ltd.

**1953** Buick 4-door saloon, V.8 engine, fitted with every conceivable extra, one owner, 12,000 miles.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

LIMOUSINE, 1937, partitioned, widest forward occasionals, privately owned, mileage 38,000, magnificent throughout, certified mechanically, rare opportunity, £465. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

### Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4856.

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting. Alpe & Saunders Ltd, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

### Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R

## CADILLAC

CHARLES FOLLETT, Ltd., offer:—

**1939** model 60S sal., black, speedo reading 51,000, most imposing car in outstanding condition; £695.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ACRES offer 1939 Cadillac, £600 recently spent, exceptional condition, for further particulars apply:—

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

**1951** Cadillac 4-door saloon, radio and heater, Hydramatic, one owner.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4856. [C4026

**1952** (December) Cadillac Golden Anniversary 4-door saloon, blue grey, 20,000 miles, new white-wall tyres, immaculate condition.—Varley, Lyndal Mount, Fishery Rd., Bray, Berks. [2169

**1952** (Sept.) Cadillac Fleetwood, superbly maintained and serviced at Lendrum & Hartman's, quite immaculate: £2,895.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

### Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4856.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

### Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

## CHEVROLET

METCALFE & MUNDY, Ltd.

**1951** Chevrolet 4-door de luxe sedan, 23,000 miles, fitted radio, heater and tartan covers, in spotless condition throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

R.H.D. 1947 Chevrolet, perfect throughout; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1948** Chevrolet 4-dr. l.h.d. Fleetmaster saloon de luxe; £545.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

ACRES offer 1951 model Chevrolet, cream and green, radio, heater, a luxurious car; £995.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

FLEETLINE 1950 saloon; £500; good condition; exchange Bentley, Rolls.—Box 8908 [2044

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

**1954** Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4856.

**1947** Chevrolet Fleetmaster 4-door l.h.d. black saloon, 48,000 miles only, a bargain; £395.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [2246

### Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

### Chevrolet Spares and Service

CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0801/R

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

## CHRYSLER

CENTRAL GARAGE, Croydon, offer:—1947 Chrysler Plymouth 4-door saloon, finished grey, fitted heater, excellent condition throughout; £550.—Croydon 7464. [C1098

## CHRYSLER

LIMOUSINE, 1938/34hp, partitioned Imperial, forward occasionals, black, opportunity, £280. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

### Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair 2941. [W1006

### Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

## CITROEN

H. C. PAUL, Ltd.

**1953** Citroen Light 15 saloon, maroon, red upholstery, radio, excellent concition; £625.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2.

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

COACHCRAFT offer:—

**£485** o.n.o.—1951 Citroen 15 saloon de luxe, one owner, completely original and unmarked throughout, a better example it would be hard to find, full servicing data available; 3 months' mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

H. BEART & Co., Ltd., offer:

**1953** Citroen Light 15 saloon, in maroon with red upholstery, fitted radio, property of one owner since new; £695.

**1950** Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £450.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

MAIDSTONE ENGINEERING Co.

THIS is something really out of the ordinary; 1951 Citroen Light 15 full de luxe sportsman's saloon, finished in the original and unblemished gunmetal with finest quality maroon leather interior and carpets to match, the carpets have been covered from new and are still equal to new; this car is fitted with the unique and highly desirable feature of 4-speed gear box and a host of extras, including latest type oversize chrome bumpers with large overriders, stone guards to all wings, screen washers, chrome reversing lamp, Lucas chrome long-range lamp, Notek wide-beam chrome passlamp, chrome twin stop and tail lamps, and reflectors, sunshine roof and winding opening windscreen, chrome badge-bar, chrome demister, interior heater, advance ignition lever; this car is fitted with a tuned engine and is capable of 85 mph; this is a genuine one-owner specimen example and has only covered 20,000 miles from new, all tyres are equal to new and battery almost new, taxed; we can recommend this car with every confidence for the connoisseur who requires a fast saloon with excellent handling qualities, the extras cost well over £100; offered at the figure of £595; terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

**£445!** £115 deposit!!!—Makin & Harrison.

SUPERB Citroen Light 15 sun saloon, 1949, taxed, red leather, loose covers, spot lamp, windscreen washers, metalescent grey, showroom condition; today's price near £1,000; our price £445.—492-6, High Rd., Chiswick, W.4. [C3071

**1946** Citroen saloon, black, green leather, Bugatti wheels, spot light; £300.—Laburnum 5916.

**1953** (June) Citroen 6, black, red leather, 13,000 miles, one owner, unusually well kept; £950. Also:—

**1953** Citroen Big 15 saloon, black, brown leather, one owner, first-class condition throughout; £750; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

**1953** (Sept.) Citroen 15 saloon, radio, etc., as new.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

**375gns.**—Citroen Light 15 1948 sports saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below. [2178

**195gns.**—Citroen Light 15 1938 roadster coupe, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1954** Light 15 de luxe, green with fawn upholstery, 4,500 miles, indistinguishable from new.—Pegler Bros., Wantage 79. [2178

**1947** Citroen Light 15 saloon, immaculate, guaranteed; £335; payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [C4018

**1951** Citroen 6 saloon, grey/red leather, radio, heater, one owner, outstanding condition; £535.—Cyril Sheppard of Reading. Sonning 2345.

**1947** (March) Citroen Light 15 saloon, black, brown leather, perfect; £345.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [2240

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

**£333!!!** Citroen Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

PASCALL'S OF GUILDFORD.—Distributors of Citroen cars for over 20 years, full range of spares; demonstrations arranged on all models.—Merrow Service Station, Epsom Rd., Guildford. Tel. 61314 and 2274. [1364

### Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

### Citroen Spares and Service

SOUTH of the Thames

SALES of Croydon distributors and specialists for over 25 years: repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159) and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts reconditioned drive trains, 36-hr. service. [9534

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

## CROSSLEY

**£75**.—Very rare 1935 Crossley 10hp sports saloon; £25 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

## DAIMLER

DENHAMS for Daimler.

ALWAYS a selection of good used cars available.

DENHAMS GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [0708/R

BOON & PORTER Ltd.

**1939** 2½-litre saloon, in black, £365 renovation by our works in 1951, exceptional condition, just been decarbonized; £345.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd., offer

**1951** Daimler 2½-litre Consort saloon, blue; £695.

TOM GARNER, Ltd., 10/12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

DENHAMS GARAGE (ESHER), Ltd.

**1954** (July) Daimler Conquest Century saloon, immaculate in every detail; £1,495.

PORTSMOUTH Rd. Tel. 3560 Esher. [2283

BROOKLANDS: Daimler stocking agents.

**1954** Daimler Conquest drop head coupe, radio, 4,000 miles.

BUY or sell with confidence, cars purchased for cash.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029

STRATSTONE, Ltd. Daimler distributors.

DAIMLER 2½-litre Century saloon (May, 1954), black, beige leather, low mileage; £1,525.

DAIMLER 2½-litre Conquest saloon (July, 1953), black, brown leather, 9,000 miles, £1,175.

DAIMLER 2½-litre saloon (April, 1953), black, brown leather, 9,000 miles; £1,250.

DAIMLER 2½-litre Consort saloon (Jan., 1950), black, red leather; £825.

DAIMLER 2½-litre saloon (Sept., 1948), black, brown leather; £725.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

DAIMLER LQ3 limousine 7-seater partition; £250; viewed by appointment.—12, Weymouth Mews, W.1. Tel. Langham 1991. [1876

**1952** Consort, black, red upholstery, 18,000 miles, perfect condition; £925.—Lindsay Bros., Ltd., 925, High Rd., Finchley, N.12. Hil. 2215. [1732

DAIMLER Straight 8 7-seater limousine by Hooper, face-forward occasionals, new tyres, immaculate inside and out, bargain £995. Western 5315 London.

**1942** in Daimler 15hp sportsman saloon, absolutely in showroom condition, unmarked; £295.—Advertiser, 47, Carterhatch Rd., Enfield, Middx.

**1951** Daimler 2½-litre Consort, 2 owners only, black, written guarantee; part exchange; £845.—Chain of Ealing, Hanger Lane, W.5. Perl. 4404/5. [C1043

**V.4** 1-litre limousine, swept tail with boot, wide 2 face-forwards, leather discs, black, nice condition, £350.—Titmuss, 81, Clapham Rd., S.W.9. Reflance 1647. [9836

DAIMLER 2½-litre saloon, immaculate throughout, 1953 model; £325; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1544

**1950** model 2½-litre saloon, black, green leather, sun roof, heater, spotlamps, doctor owner; £750.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

**£495!!!**—1947 Daimler 2½-litre saloon, outstanding condition in every way, very carefully used by private owner and now offered at a fraction of its original cost.

**£795**.—Daimler Consort saloon 1951, immaculate example with all extras, radio and heater built in, genuinely moderate mileage and in faultless order throughout, black with tan leather interior.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

**1934** Daimler 15 sportsman coupe, very carefully maintained and in immaculate condition; £115.—Mornington Motors, 41/7, Camden High St., N.W.1. Euston 6658. [2267

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## DAIMLER

695gns.—Daimler 1949 2½-litre Barker foursome drop head coupe, blue, blue leather, pre-selector, heater, good tyres, very carefully used; terms, exchanges.—Rowland Smith, below:—

145gns.—Daimler 1936 24hp 7-passenger limousine, black, face-forward occasionals, division, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Daimler Consort, black/red leather, radio, low mileage and maintained in condition absolutely as new; bargain, £850.—Machin, Kennedy House, Kingsland, Shrewsbury. Tel. 3158. [1702

1954 (March) Daimler Conquest, black, red leather interior, radio, heater, window-wash, exceptionally low mileage, one owner, taxed year, spare unused, offers wanted, must be sold.

JOHN WILSON AUTOS Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

DAIMLER 2½-litre, 1939, completely reconditioned by Daimler engineers this year, including sleeving engine, flywheel, receipt available, one owner, excellent condition; best offer over £350.—Write Box 8942. [2089

1954 (May) Daimler Conquest Century saloon, grey, red upholstery, under 6,000 miles, owner going abroad; £1,400 cash.—A. W. French, 10, Wells Wood Park, Torquay. [2098

1936 Daimler 15 4-door sports saloon by Mulliner, genuine original condition throughout, mechanically faultless; £175; terms and exchanges.—Fitzroy 0293 after 7 p.m. [2287

1954 (Aug.) Century saloon, 5,000 miles, black with red leather, immaculate condition throughout; £1,465.—George Newman & Co. (B'ton), Ltd., 39/40, Old Steine, Brighton 28102/4. [2068

ASK Ralph Clews about your Daimler exchange for a new or used model; write or 'phone the long established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

1954 (May) Daimler Century saloon, finished in silver grey with blue hide upholstery, fitted with screenwashers, heater, H.M.V., 4,200, radio with twin speakers, one owner, mileage 5,800, as new; price £1,495.

CENTRAL MOTORS (SHEFFIELD), Ltd., Daimler distributors, Tel. 22898 and 22625. [2077

1938 Daimler 17hp 4-door sports saloon, finished blue with leather upholstery, one careful owner, small mileage, outstanding offer, any trial; £245; terms, exchange.—Palmers Motors, Ltd., Luton 4212. [2289

£555!!!—Daimler 2½-litre de luxe saloon; this vehicle with speedometer reading 18,000 and having had only one meticulous owner, looks and runs like a 1953 motor car and no one could possibly believe it's over 6 years old; the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

A & S Limousine, 1939/E.L.24, partition, forward occasionals, black, privately chauffeured, exceptional throughout, immaculate. £530.

LIMOUSINE, 1947/27hp, Windover, partition, widest occasionals, privately owned, black, exceptional order, opportunity, £1575. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941.

### Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DAIMLER post-war drop head required privately.—1, Millfield Place, N.6. Mountview 5479. [2195

KIRKWOOD CARS buy most types of Daimler.—79, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

MODERN 27hp/36hp Hooper, 7-seater Limousine required. Details please. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941.

DAIMLER Consorts and Conquests urgently required in part exchange against new Conquest or Century models.—Coventry & Jeffs, Ltd., Daimler Distributors, Bristol 20091. [0667/R

### Daimler Spares and Service

KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4055

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541.

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 18-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1617. [0666/R

## DELAGE

£335!!—1938 D.6.70 Delage sports saloon, special 'show mode' by Fernandez et Darrin in black with fawn waistline, fitted heater, taxed year, Cotal electric gear box, new tyres, excellent mechanical order.

BRIAN FINGLASS, Bugatti and Alfa-Romeo, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Livingstone 7777. [C2009

1951 (Show model) Delage D6 3-litre 4-door saloon by Autobineau, grey, blue upholstery, 35,000 miles, Cotal electric gear box, immaculate condition; £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

### Delage Cars Wanted

REQUIRED, really good Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

## D.K.W.

CLIENTS' own spares fitted; overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 22a, St. Michael's St., Paddington, W.2. Paddington 6877. [0016/R

### D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

REPAIRS! Gear boxes, engines, crankshafts, parts; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

## DODGE

RHD 1954 Dodge, nearly new, radio, 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4026

## FERRARI

1952 (Earls Court Show model) Ferrari 4.1-litre saloon. See Sports Cars, page 49.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

## FIAT

MAYFAIR GARAGES, Ltd. for your Fiat.—Below.

MAYFAIR GARAGES, Ltd.—Current type 500c (reg. 1954) ohv de luxe convertible coupe, French grey; £435.—Below.

MAYFAIR GARAGES, Ltd.—Current type 500c (reg. Sept., 1952) ohv de luxe convertible coupe, bronze; £425.—Below.

MAYFAIR GARAGES, Ltd.—Current type 500c (reg. March, 1952) ohv de luxe hard top coupe, pale blue; £425.—Below.

MAYFAIR GARAGES, Ltd.—1939 400 2nd series de luxe full 4-seater convertible saloon, green; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, duo black/bronze (choice of 5); £265.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, known mileage of only 52,000 since new; £225.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 4-door pillarless saloon, navy, outstanding; £345.—Below.

MAYFAIR GARAGES, Ltd.—1937 1500 de luxe 4-door pillarless saloon, red; £225.—Below.

MAYFAIR GARAGES, Ltd.—All the above cars carry our 3 months' guarantee and are carefully serviced for immediate road use.—Below.

MAYFAIR GARAGES, Ltd.—To our many provincial customers, our reconditioned exchange/assembly service enables us to give the same after-sales service as that enjoyed by customers in the London area.—Below.

MAYFAIR GARAGES, Ltd. are now accepting orders for all models of the new 1955 Fiats as displayed at Earls Court for delivery early December. Catalogues on request.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature, price list and copy of Autocar road test report on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

S. & S. MOTORS.—1937 500 cabriolet, respraved and chrome, in excellent condition, 3 months' guarantee; £195.

S. & S. MOTORS.—1939 2-seater, in showroom condition; £255.

S. & S. MOTORS.—Order your new Fiat from us and receive utmost after-sale service; good allowance on your old Fiat.

S. & S. MOTORS.—1938 1100cc, in good condition, blue leather upholstery; £240.—All above at 165a, Westbourne Grove, W.11. Bayswater 1644. [1714

225gns.—Fiat 500 1939 4-seater convertible saloon, leather, excellent condition, taxed; terms, exchanges.—Rowland Smith, below:—

125gns.—Fiat 500 1937 convertible coupe, leather, very good condition; choice of 3 Fiat 500s; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FIAT 1100 1939 drop head 4-str., excellent throughout; £225; terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920. [2142

CASS'S MOTOR MART.—1952 Fiat 1400 saloon, radio and heater, 1.h.d.; genuine 25,000 miles; £695; written guarantee.—5, Warren St., W.1. Euston 4110.

£185.—Fiat 500 cabriolet, dark green, red leather, new carpets, battery, Brooklands steering wheel, chromium headlamps, sidelamps and tail lamp, taxed.—Derrington, 159/161, London Rd., Kingston. Tel. 5621-2. [C1071

C. V. RUSHMER, The Fiat Specialist.—Order your new car from us; early delivery all models; terms, exchanges; 500 coupe, first registered 1951, 5,000 miles only, as new, £475; 500 C coupe, recon. engine, as new, £495; 1954 New Eleven Hundred, low mileage, £775; above carry 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

### Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LADY wishes to purchase 1939 500 Fiat.—Box 5793.

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

REQUIRED, really good post-war Fiat.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0525/R

MAYFAIR GARAGES Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

## FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

PARADE MOTORS (MITCHAM), Ltd., offer:—

1954 Ford Anglia, 5,000 miles; £580.

1949 Ford Anglia, original condition throughout; £325.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392.

1946 Ford Anglia, respraved, loose covers, immaculate; £255.—Euston 6656. [2263

## FORD ANGLIA

CAR MART, Ltd.

1953 Ford Anglia saloon; £395.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 Ford Anglia saloon, a really genuine little car, 23,000 miles only, recently fitted with a reconditioned engine, not yet run in, coachwork and interior unblemished, 5 nearly new tyres, taxed December; 369gns or £78/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Anglia, black/red, 12,000 miles; £395.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1947 Ford Anglia, black, loose covers, taxed, excellent condition; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1954 Anglia, works mileage, as brand new; £565; H.P. arranged.—Acorn 8303. [2206

NOVEMBER, 1954, Anglia, Bristol fawn, mileage 350, immaculate; £595, offers.—Box 8969. [2158

1954 Ford Anglia export model; £585.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1953 Ford Anglia saloon, black, mileage 8,000, as new; £395.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1955 Series Ford Anglia, few days old, delivery mileage, green, heater, extra chromium; nearest £595.—Box 8967. [2156

1953 Anglia, one owner, fawn, red upholstery, very carefully kept, immaculate; £395, written guarantee, h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1947 saloon, reconditioned engine, new tyres and battery; £250.—Anderson Garages, 120, Leigham Court Rd., Streatham. Str. 4629. [2030

1954 (Nov.) Anglia, grey, red upholstery, heater, chrome bumpers, grille and lamps, works mileage; £570.—33, Church Rd., Parkstone, Dorset.

1952 Ford Anglia, 6,000 miles, like new, taxed, £365; another Anglia, £330.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

WALTER SCOTT, Ltd. offer 1954 Anglia, black, negligible mileage unmarked; £575.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914. [C4006

365gns.—Ford Anglia 1951 saloon, pastel green, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloons, beige/red, 2,000 miles, choice 2, £549; 1953, black/red, green/brown, choice 4 from £379; 1952, green/brown, £349; 1949, black/red, radio, heater, choice 2 from £299; 1948, black/brown, black/red, choice 2 from £279; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## FORD (8 h.p.)

95gns.—Ford 8 1936 saloon, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

HILLWOOD MOTORS.—Ford 8 1938 saloon, green, loose seat covers, extremely sound condition throughout, £175; 10hp model at £195.—Kill Hill (London) 4232. [2079

## FORD POPULAR

SLOCOMBES, Ltd.

FORD Popular 1954, unmarked; £415; terms, guarantee, part exchanges.—38/52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

CAR MART, Ltd.

1954 Ford Popular saloon; £385.

1953-4 Ford Popular saloon; £410.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1954 Ford Popular, black/red, 6,800 miles; £390.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3368 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1954 Ford 1,172cc Popular 2-door saloon, black, red interior; £425.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [C3082

1954 Ford Popular, 1,425 miles only, one owner; £410.—Cogger & Hawkins Ltd., Walton St., Aylesbury. Tel. 700. [9367

FORD Popular, 1954, grey, blue interior, 7,000; price £375.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, ext. 250. [2065

1954 Ford Popular (November), 80 mls. only, black, red leather, taxed; £420.—Tel. Shoreham-by-Sea 3718. [2224

1953 (November) Ford Popular, black, 8,000 miles, radio and extras; £370.—Primrose Garage, Bredgar, Sittingbourne, Kent. Tel. Wormshill 227.

PRIDE & CLARKE, Ltd.—1953/4 Ford Popular saloons, large selection with mileages of 2,000 to 13,000, at prices from £369 to £399; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD PREFECT

BENTALLS, Ltd.

**1953** Ford Prefect, black; £475.—Kingston-on-Thames, Kingston 1001. [C1093

CAR MART, Ltd.

**1953** Ford Prefect saloon; £510.

**1952** Ford Prefect saloon, radio; £445.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16, Streatham 0054. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

RUSSELL MOTORS offer:

**1953** Ford Prefect, 15,000 miles, fitted heater, one owner; £465.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MEBES & MEBES, Ltd. (Est. 1893), offer:—

**1949** (July) Ford 10hp Prefect 4-door saloon, mist green, brown leather upholstery, 20,000 miles, carefully used by one owner, excellent; £385.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

**1954** (June) Ford Prefect saloon, grey/blue, guaranteed mileage 2,500; £635.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [2021

**1953** Ford Prefect saloon, leather, 15,000 miles, one owner; £465.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

**1952** Ford Prefect saloon, green, loose covers, new engine; £425.—Hale Motors, Ltd., Tot. 7771-4. [C2077

**1953** Ford Prefect heater, as new, choice of 2; £425.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

**1951** (July) Prefect, black, leather, new engine, tyres fitted, one owner; £410.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

FORD Prefect, 1954 (September), heater, undersealed, 1,800 miles; £655.—Tel. Erdington (Birmingham) 3831. [2168

**1955** Model Prefect, delivery mileage, black, red hide, heater, taxed; £660.—157, Francis Close, Ewell, Surrey. Derwent 1439. [2242

**1953** Ford Prefect, spotless; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

**1951** Prefect, finished in black, one owner, 20,000 miles, an excellent car, £425; also 1953, £465.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

**1949** Ford Prefect, beige, in nice condition; £325.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 3638. [C4059

**£650**—1954 Ford Prefect saloon, 200 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**1953** Ford Prefect, colour black, moderate mileage; £445.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

**1954** Ford Prefect, heater, works mileage, £686; Ford Prefects, choice of 2, 1949/50, from £445; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

**1948** Prefect, radio, spotlight, over-riders, excellent tyres, taxed December, good condition; £335.—110 Battersea Rise, S.W.11. Battersea 0349. [C1096

FORD Prefect, 1953, excellent condition, 14,000 miles; £445; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [2122

**£395**.—1951 Ford Prefect de luxe, immaculate.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

**1955** Prefect, Dorchester grey, 64 miles, £625; also 1952 one owner, gift, £425!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

**1951** Ford Prefect saloon, heater, leather, screen-wash, superb condition, guaranteed; £410.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

**325** gns.—Ford Prefect 1949 saloon, one owner, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1949** Ford Prefect, black with green leather, coachwork unmarked, in exceptional condition; £370.—Sefton Garage, Sefton Rd., New Ferry Wirral, Rock Ferry 1322. [2319

**£480**.—1953 (July) Ford Prefect, black, red upholstery, one owner, in almost brand new condition, spare unused.—Rawlings, 87a, Cromwell Rd., Kensington, S.W.7. Fre. 8161. [2272

FORD Prefect Dec 1952, heater and many other extras, immaculate throughout; £450; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1550

**1947** (August) Prefect, black, nearly new tyres, fitted covers, exceptional value; £275.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

**1953** Ford Prefect, black/brown Vynide, one owner; 6 months' guarantee; £485.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

**1953** (May) Ford Prefect, green, leather, one owner, guaranteed 5,000 miles, as new; £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2239

**1950** Ford Prefect saloon, light green with green leather interior, excellent tyres, and really good condition generally; £345.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008.

PRIDE & CLARKE, Ltd.— 1953 Ford Prefect saloons, green/brown, black/red, black/beige, all low mileage, choice several from £459; 1951, green/brown, beige/brown choice 2 from £379; 1949, black/red, beige/beige, choice 2 from £349; 1947, black/brown, choice 2 from £299; 1946, black/green, £269; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

## FORD PREFECT

**1954** (Sept.) Prefect, black with red leather, 800 miles only, as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

### Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## FORD CONSUL

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

**1953** Ford Consul, heater, radio, seat covers, Undersealed; £635.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd.—Ford main dealers.

**1954** Ford Consul, blue/hide, heater, 8,700 miles; £665.

**1953** Ford Consul, opal/hide, heater, 11,000 miles; £625.

**56** Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.

ACRES offer 1954 Ford Consul, 6,000 miles, indistinguishable new; £695.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

**1954** Ford Consul saloon, fawn, heater, hide, one owner, mileage guaranteed 4,100; £675.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [2022

**1954** Ford Consul saloon, grey, heater, 2,000 miles only, taxed; £695.—Hale Motors, Ltd., Tot. 7771-4. [C2077

**1951** Consul, green, heater, radio, good condition, one owner; £505.—52, Margaret Rd., Headington, Oxford. [2178

**1954** Consul, export model, 6-ply tyres, oil air cleaner, overriders, radio, heater, 10,000 miles; £695.—34, York Ave., Hove 30798. [2096

**£615**.—Ford Consul saloon, 1953, black with red upholstery, one owner, unmarked paintwork condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

**1953** Ford Consul, cream with red leather, fitted with heater, one owner, £620.—Sefton Garage, Sefton Rd., New Ferry Wirral, Rock Ferry 1322. [2320

**1954** Ford Consul, Winchester blue with matching leather upholstery, heater as new, one owner; £650.—Sefton Garage, Sefton Rd., New Ferry Wirral, Rock Ferry 1322. [2318

**£610**.—1953 (October) Ford Consul saloon, black, red upholstery, heater, one owner, immaculate condition.—Rawlings, 87a, Cromwell Rd., S.W.7. Fre. 8161. [2271

**1954** Ford Consul, Dorchester grey, leather, heater, low mileage, a very immaculate car; £685.—Bells Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [C1016

**1951** Ford Consul, black, brown leather interior, fitted radio, a very clean car; £495.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5100. [C2080

**27** miles only, 1954 Ford Consul saloon; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

**1953** (Jan.) Consul saloon, fitted radio and heater, low mileage, one owner, guaranteed; £595; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034

WALTER SCOTT, Ltd., offer 1954 Consul, black, leather, heater, under 5,000 miles, unmarked; £675.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [C4006

**645** gns.—Ford Consul 1954 model saloon, fawn, heater, one owner, small mileage, exceptional, taxed; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, black/red, 13,000 miles, heater, radio, one owner, £619; 1952, black/red, 22,000 miles, heater, £569; 1951, blue/beige, £499; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Consul buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

**25** Consul saloons wanted; why accept less for your Ford Consul when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

**1951** Zephyr, leather, heater, radio; £525.

**1953** Zephyr, leather and heater, very sound car; £595.

**1954** Zephyr, leather, heater, radio, twin spot lights, seat covers, undersealed, and many other extras; £825.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

**1953-4** Ford Zephyr saloon, heater; £695.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

## FORD ZEPHYR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

**1953** Ford Zephyr saloon, fitted with many extras including radio and heater, one careful owner only, 18,000 miles, taxed December; 619gns or £129/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SLOCOMBES, Ltd.

FORD Zephyr 1953, reconditioned engine, extras; £695; terms, guarantee, part exchanges.—38/52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

DAGENHAM MOTORS, Ltd.—Ford main dealers.

**1953** Ford Zephyr, grey, heater, 9,000 miles; £665.

**1954** Ford Zephyr, blue/hide, heater, 4,000 miles; £735.

**56** Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

FORD Zephyr saloon (1953), black, red leather; £645.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

**1953** Zephyr, leather, heater, immaculate; £635.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1954** Zephyr convertible coupe, power hood, leather, heater, 5,000 miles; guaranteed; £895.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

FORD Zephyr 1953 saloon, black, red leather, heater, loose covers, 13,200 miles, one owner; £650.—May, 5242. [C3030

**1953** Zephyr, 11,000, leather, heater, mirrors, one owner, perfect; £650 or offer.—Northwood 1814. [2204

**1953** Zephyr, one owner, leather, heater; £675, written guarantee, h.p., exchanges; trade enquiries welcomed.

HAROLD SIMMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

**1954** Ford Zephyr (May), 7,000 miles, grey, red leather, heater; £725.—New Milton 1023 (Hants). [2211

**1953** (August) Zephyr, black, red leather interior, heater, 9,000 miles; £645.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

KENTISH & THOMSON, Ltd.—1953 Ford Zephyr saloon, black with red leather, heater; £615.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

**1953** Zephyr, radio, heater, 20,000 miles, one owner; £625!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

**1954** Ford Zephyr, 5,000 miles, heater, leather, loose covers; £725.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1954** Ford Zephyr, green, heater, leather, low mileage, £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

**£635**.—1953 Zephyr, black, red leather, heater, one owner, 16,000 miles, an exceptional car.—Sennocke Eng. Co., The Vine, Sevenoaks. Tel. 2341. [1995

**1952** (Sept.) Zephyr saloon, black, leather, heater, radio, loose covers, etc., 13,000 miles, one owner; £625.—The Goldings Park Motor Co., Ltd., Basingstoke. Tel. 1690. [2037

**1951** Ford Zephyr, green/beige leather, radio and heater, one owner, very low mileage, beautiful specimen; £535.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

JACK ROSE, Ltd., offer:—1953 Zephyr de luxe saloon, radio and heater, one owner, excellent condition; £615.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

**1951** Ford Zephyr saloon, one owner since new, moderate mileage, leather upholstery, heater and radio, excellent condition, 3 months' guarantee; £545.

C. & W. MOTORS, Ltd., Queens Road Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

**1953** Ford Zephyr, blue/blue leather, 16,000 miles, heater, immaculate and perfect throughout; £610.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

**1954** Zephyr convertible, power-operated, leather and heater, grey, red interior, under 1,000 miles; £940.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

**1953** Zephyr, in lovely condition, Winchester blue, leather, radio, heater, windscreen washer; Eire £350, any address in Northern Ireland £378.—Joseph Dixon, Clones, Tel. 40, Co. Monaghan. [1996

**£650**.—1953 Ford Zephyr, radio, heater, leather upholstery, only 14,300 miles by one owner, an exceptional car, taxed.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3231-2. [C3011

**1954** Zephyr, black leather, heater, radio, undersealed, seat covers, fog lamps, wing mirrors, 6-branch manifold, other extras, 3,350 miles; £795.—Langham 7676. After 7 p.m. Burgh Heath 5808. [2173

**1953** Zephyr saloon, registered November '52, 12,500 miles, guaranteed, blue, blue leather interior, fitted heater, spare unused; £625.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

**1954** Ford Zephyr convertible, power operated hood, 4,000 miles; £835.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

TANKARD & SMITH, Ltd., offer 1953 Ford Zephyr estate car, black/red leather, heater, one owner, low mileage, exceptional car; £875; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZEPHYR

**1954** Ford Zephyr (Mar.), opal/blue leather, heater, one owner, 5,000 miles; 6 months' guarantee; £735.—Naylor & Root, Ltd., 25, East Hill, Wandsworth S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

**1954** Zephyr, finished grey with red leather, fitted heater and H.M.V. radio, low mileage, as new throughout; £745; part-exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Stretham Hill, S.W.2. Tulse Hill 4488. [C3016

**1953** Ford Zephyr, immaculate, leather, heater, washer, under 9,000 new battery, fog lamp, guaranteed, taxed; £660.—10, High St., Abbots Langley. Tel. Kings Langley 3387. Can be seen London by appointment. [2094

**1954** (May) Ford Zephyr convertible, power operated, radio, heater, finished ivory with hide to match, green hood, etc.; one owner, 5,000 miles, very attractive car; £950.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8. Mac 3363. [8982

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, black/red, radio, heater, £629; 1952, blue/blue, heater, radio, one owner, £569; 1951, green/beige, heater, radio, £529; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

**1952** (Sept.) Ford Zephyr saloon, black with beige leather, many extras include heater, loose covers, screen wash, radio, Lucas fog lamp and Flamethrower spotlight, registered 23,000 miles; £635.—Read Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8876/8403. [C3048

### Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Zephyr buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## FORD ZODIAC

H. BEART & Co., Ltd., offer:—

**1954** (March) Zodiac saloon, many extras, genuine 6,000 miles, just like new and outstanding value at £825.—102, London Rd., Kingston-on-Thames. Kingston 5548. [C1081

**1954** Zodiac, blue/grey, 9,000 miles, fitted radio, choice of 2 from £795.

RIPCO, Ltd. (Zodiacs purchased), 16, Albemarle St., Mayfair, London W.1. Hyde Park 2952-3-4. [C3052

**1954** Zodiac, 10,000 miles only, radio, as new; £835.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199.

**1954** Zodiac, one owner, full equipment, low mileage, excellent throughout; £825, written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

**1954** Zephyr Zodiac, finished in cream and blue with matching interior, fitted radio, one owner; £795.—Sefton Garage, Sefton Rd., New Ferry Wirral, Rock Ferry 1322. [2321

## FORD (V.8)

**1951** Ford Pilot saloon, excellent condition one owner; £425.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow, Potter St. 121. [C3038

**1950** Pilot saloon, reconditioned engine, magnificent, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

**1950** Ford Pilot, black, leather heater, excellent condition, £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

**£150**—1939 Ford 30hp 91M 4-dr. saloon, leather interior; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

### Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## AMERICAN FORD

**RHD** 1951 Ford Customs, radio and heater, black.

**1951** l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4856.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

ACRES offer 1953 Ford Customline saloon, bronze and stainless steel, heater, radio, etc., 10,000 miles, offers.

ACRES AUTOS, Ltd., 136-138, Stretham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

## FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., Official Ford Retailers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

### Ford Miscellaneous Cars Wanted

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S

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

### Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St. Wandsworth S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). [0314/R

### Ford Spares and Service

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares.

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current model; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R

## FRAZER NASH

**1951** Frazer Nash. See Sports Cars, page 49.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

### Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

## FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

**1938** Frazer Nash-B.M.W. See Sports Cars, page 49.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

**395** gns.—Frazer Nash-B.M.W. 1938 326/80 special coupe, high-compression engine, 3.7 axle, excellent condition; choice of 3 Frazer Nash-B.M.Ws; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

**£250**—Frazer Nash-B.M.W. type 45 foursome cabriolet, 1936, works maintained, recent works major overhaul £169, engine lined, replacement crankshaft, etc., new battery, brakes relined, good tyres, bodywork good, excellent specimen.—Fin. 1580 after 6 p.m. [2177

### Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## HEALEY

L. F. WARD, Ltd.

**1951** Healey Tickford saloon, excellent condition, 30,000 miles.

**1949** Healey drop head foursome coupe, 38,000 miles, blue, extremely clean car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

SLOCOMBES, Ltd.

HEALEY Silverstone, 1950, close-ratio gear box; £525; terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

CHIPSTEAD MOTORS, Ltd., offer:—

!!! Tickford 1951, beautifully finished in French blue with light grey leather, low mileage, heater, etc., specimen; £775.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BRADSTOCK MOTORS, Ltd., offer:—

**£750**—1951 (November) Healey Tickford saloon, black with red leather, latest H.M.V. radio, heater, screen washers, low mileage, unmarked inside and out.—Chase Rd., Epsom. Tel. 5696-7. [C1090

RICHARDS & CARR always best value.

**1952** Silverstone, fitted specially built superb 2-seater fixed head coupe body, extremely fast, immaculate; £595.

**1950** Silverstone, engine overhauled 2,000 miles ago, black; £545.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

**1951** model Healey Tickford saloon, really superb condition; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

**1950-1** Healey Abbott drop head coupe, finished cream and black, beige leather, radio, heater, immaculate condition throughout; £745.—Maximum hire purchase terms available. [C1001

BROOKLANDS.—New Healey 4-seater saloon by Tickford for immediate delivery.

**1952** Healey Tickford saloons, maroon and black, heaters.

**1951** Healey 2.4-litre Tickford saloon, radio heater.

BUY or sell with confidence; cars purchased for cash.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029

**1951** Healey coupe, 22,000 miles, maroon/fawn, heater, etc., exceptional condition; £725.—Tickford, Ltd., Temple Bar 3338. [C4029

ROSE & YOUNG, Ltd., offer 1952 Healey Abbott drop head coupe, fitted 8-valve radio, heater, etc., immaculate condition; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

### Healey Cars Wanted

BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## HILLMAN 10

CAR MART, Ltd

**1954** Hillman Minx Californian, radio, heater; £735.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

HILLMAN Minx, 1946, in fine order; £315; terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

HILLMAN Minx saloon, 1947, taxed; £285.—Anderson Garages, 120, Leigham Court Rd., Streatham Str. 4629. [2032

## HILLMAN 10

SLOCOMBES, Ltd.

HILLMAN Minx drop head coupe, 1939, nice order; £210; terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017/1

COLLIVER-FISHER, Ltd.

**1950** Hillman Minx saloon, black, with brown leather upholstery; recently fitted with a reconditioned engine; good tyres; taxed year; a good example of this popular model; £445.—Northwood, Middx. Tel. Northwood 777. [2232

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

**1953** Hillman Minx saloon, extras, one owner, low mileage, perfect example; £625.

**1953** Hillman Minx saloon, one owner, low mileage, first-class condition; £615.

**1951** Hillman Minx saloon, one owner, extras, perfect example; £505.

**1949** Hillman Minx saloon; £415.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

B. J. HUNTER, Ltd., offer:—

**1952** Hillman Minx convertible coupe, positively unmarked, fitted heater; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

**1948** Hillman Minx Phase II saloon, grey/blue, one owner, reconditioned engine, beautiful throughout.

**1952** (November) Hillman Minx saloon, black, one owner, heater, 19,000 miles, it looks 5,000, as new; £585.—407, High Rd., N.12. Finchley 0091. [C2053

PHILIP RICKARDS, Ltd., offer:—

**1951** (Aug.) Hillman Minx saloon, black/red, 30,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gro. 4772/3. [C3051

ENGINES-RECONDITIONED, Ltd.

**1952** Hillman Minx saloon, green with beige leather; £475.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

**1951** Hillman Minx, black; £495.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes dealers, offer:—

**1952** (Dec.) Hillman Minx saloon, black with beige upholstery, one owner from new, 17,000 miles only, very nice condition, offered at the low price of £535.

**1950** Hillman Minx saloon, black with brown upholstery, another good condition car; offered at £475.

**1946** Hillman Minx saloon, blue, very well kept, expected very soon in part exchange for a new Hillman; £295.

**79**/89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [1898

WARWICK WRIGHT, Ltd. offer:—

**1953-4** Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

**1952** Hillman Minx saloon, finished in claret, taxed, and fitted heater; £575.

**1951** series Hillman Minx saloon, heater, taxed; choice of 2; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

**1953** Mk. V Hillman Minx coupe, black, 21,000 miles; £545.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

PHASE VII Minx coupe, unregistered, immediate delivery.

**1952** Hillman Minx saloon, two-colour green/cream, moderate mileage, taxed, excellent condition throughout; £520.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

**1954** (November) Hillman Husky, works mileage; £635.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

ACRES offer 1950 Hillman Minx, black, exceptional condition; £485.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

**1953** (October) Hillman Minx Phase VI saloon, 16,000 miles only, one owner; £585.

**1948** Hillman Minx drop head coupe, grey, reconditioned engine recently fitted; £350.—Garage Service Co., Ltd., 1,015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

HILLMAN Minx 1953 saloon, black/beige, heater, radio, 6,800 miles, one owner; £625.—May, 5242. [C3030

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Hillmans.

A SELECTION from our stock:—

**1954** (Feb.) Hillman Minx Mark VII saloon, black with red interior, one owner, 13,000 miles only, and maintained by us since new, an immaculate car; £625.

**1953** Hillman Minx Mark VI saloon, finished in black with red interior, low mileage, an immaculate car in every respect; choice of several from £560.

**1950** Hillman Minx Mark IV saloon, black, reconditioned engine; £465.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**£475**—1951 Hillman Minx de luxe saloon, fitted radio, one owner; £125 down.—Below.

**£90**—1937 Hillman Minx saloon, excellent runner; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HILLMAN Minx, 1951, heater, radio, new tyres, engineer-owned, perfect; £515.—9, Melrose Gardens, Edgware. Col. 6788. [2196

**1955** model Hillman Minx saloon, de luxe, taxed, o.h.v. engine, works mileage.—Autowork, Ltd., Southgate Street, Winchester. Tel. 4965. [C1010

**1947** Hillman Minx saloon, black, blue loose covers, perfect chassis; £299.—Mornington Motors, 41/7, Camden High St., N.W.1. Euston 6658. [2261

**£535**!!!—1951 Hillman Minx drop head coupe, like brand new throughout choice also 1952 model.—Below.

**£399**!!!—1948-9 Minx drop head coupe, choice 2, both excellent.—Below.

**£355**!!!—1947 Minx drop head coupe, most carefully used, choice 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**£450**—1948 Series II Minx saloon, grey, blue interior, superb condition.—Robbins, East Putney. Tel. 7881. [C3010

**1953** Hillman Minx saloon, Mark VI, 7,000 miles, blue, rim finishers, overriders; £600.—Tel. Spr. 5436. [2207

**645** gns.—Hillman Minx, 1953 Phase VI estate car, fold-flush rear seating, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

**365** gns.—Hillman Minx, 1946 estate car, fold-flush rear seating, steering column gearchange, good tyres; terms, exchanges.—Rowland Smith, below.

**145** gns.—Hillman Minx, 1938 de luxe saloon, sliding head, leather, good condition, choice of 6 Hillmans; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

**1954** (March) Californian hard top, 5,000 miles; £695.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [C4070

**1953** Hillman Mark VI saloon, moderate mileage, taxed; £585.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

**1952** Hillman Minx drop head coupe, one owner, heater; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

**1952** Hillman convertible, black/red leather, one owner, as new; £545; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay 5929. [C2081

**1946** Hillman Minx saloon, excellent condition, guaranteed; £275; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 5968. [C3034

**1953** (October) Hillman Minx, Ph. VII, one owner, excellent condition; £595.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [2268

**1954** (April) Hillman Minx, convertible, 2,700 miles, blue with red upholstery, as brand new; £660.—Tel. Sale 3803 (evenings), 82, Framlingham Rd., Brooklands, Manchester. [2316

**1953** model Hillman Minx saloon, black, heater, one owner, guaranteed 19,000 mls., as new; £560.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2238

**1955** Hillman Californian hard top, ohv, finished in cream and maroon; list price.—Sefton Garage, Sefton Rd., New Ferry Wirral, Rock Ferry 1322. [2317

**£329**—1946 Hillman Minx de luxe saloon, leather, etc., immaculate car.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

**1947** Hillman Minx saloon, black, new loose covers, completely reconditioned, new tyres, taxed £320, £80 deposit, balance 24 months.—Maclaren & Co., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [2258

**1936** Hillman 10hp saloon completely overhauled engine, very clean car, good tyres and battery; £125 or £60 deposit, balance over 12 months.—Tulse Hill Motors, 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106; many others. [C4071

TANKARD & SMITH, Ltd., offer:—1948 Hillman Minx d/h coupe, black/blue leather, recently fitted reconditioned engine, heater, radio, many extras, excellent condition throughout; £395; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

**1940** Hillman Minx saloon, grey with blue leather, loose covers, new battery, new works engine 1953, twin demisters, twin rear lamps, spotlamp, two owners only, taxed; in outstanding condition, extremely well cared for and carefully maintained throughout; any examination welcomed; £255.—Vandyke 4938 or 2975 (London) 10 a.m. to 6 p.m. [2247

PRIDE & CLARKE, Ltd.—1954 Hillman Phase VII saloon, black/red, 12,000 miles, £639; 1954 Phase VI, black/red, 5,000 miles, £619; 1953, black/red, maroon/red, choice three from £569; 1950, beige/grey, £399; 1951 coupe, beige/red, heater, radio, £489; 1947, black/blue, £279; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Hillman Cars Wanted

ROOTES, Ltd., DISTRIBUTORS. REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
WROTHAM HEATH.—(Borough Green 4.)
ROCHESTER.—(Chatham 2231.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/2

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409/R

### Hillman Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

HILLMAN buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

XXX H. F. Edwards offer immediate cash for good Hillman.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

**25** Hillman 10 wanted; why accept less for your Hillman saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

### Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1185 [0676/R

## HOTCHKISS

**3**-litre Hotchkiss sports saloon 1935, only 15,000 miles since complete overhaul; £195, or exchange B.M.W., etc.—Ellis, 8 Bryants Hill, St. George, Bristol. [1790

## H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

### H.R.G. Cars Wanted

REQUIRED, really good H.R.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### H.R.G. Spares and Service

CHARLES FOLLETT, Ltd. have a large stock of spares.
SHOWROOMS: 18, Berkeley St. W.1. Mayfair 6266

SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

## HUDSON

**1940** Hudson 28hp Country Club 4-door saloon, black, brown hide; £195 or £65 down.—

**1939** Hudson model 112 16.9 drop head foursome coupe, grey, red leather, radio, highly recommended; £195 or £65 down.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024

### Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

## HUMBER

GEORGE HARTWELL, Ltd.

HUMBER Hawk saloon, Mark N, 1952, beech green, dark fawn, fitted heater, one owner, in excellent order; £675.

HUMBER Super Snipe, 1953, crystal green, one previous owner; £995.

CONFIDENTIAL hire purchase, part exchange.

**35-41** Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot. Commer.

**1953** Humber Hawk saloon, extras, one owner, perfect condition; £785. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

TOM GARNER, Ltd., offer:—

**1952** Humber Super Snipe Mark III saloon, grey, heater, loose covers; £650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

**1949** Humber Super Snipe saloon, supplied and maintained us, most superior car; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

**1951** (Aug.) Humber Super Snipe 4-door de luxe saloon, dark green, biege leather, radio, heater, screen washers, Ace Rimbellishers, fog lamp, low mileage, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes dealers, offer:—

**1953** Humber Hawk Mk. V saloon, supplied and maintained by us from new, quartz blue with fawn interior, this car is in perfect condition, having only done 7,000 miles; well worth seeing at £755.

**79**, 89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [1697

ACRES offer 1950 Humber Super Snipe, metallic grey, exceptional condition; £475.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

## HUMBER

WARWICK WRIGHT, Ltd., offer:—

**1953** Humber Super Snipe Mark IV saloon (ohv) engine, crystal green, heater, 16,000 miles, £1,045, another in black, similar mileage.

**1954** Humber Hawk Mark V saloon, grey, 5,000 miles; £875.

**1953** Humber Hawk Mark V saloon, satin bronze, heater, 17,000 miles; £815.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

**1953** Humber Hawk saloon, fitted heater, taxed end of year, low mileage and in immaculate condition; £775.

**1952** Humber Hawk saloon, taxed, fitted radio and heater, in excellent condition; £665.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

LEONARD WILLIAMS DISTRIBUTORS, Ltd., offer:

**1953** Humber Hawk, heater, trim rings, 4,000 miles, one owner, perfect, guaranteed; £795.

**1953** Humber Super Snipe saloon, in grey with red leather, heater, fog lamp, one owner, 11,000 miles, perfect, guaranteed; £975.

LEONARD WILLIAMS DISTRIBUTORS, Ltd., Packard Buildings, Great West Rd., Brentford, Midx. Ealing 3400. [1919

**1950** Humber Super Snipe, perfect throughout; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1954** Humber Hawk, with overdrive, black and red, under 4,000 miles, taxe, as new; £975.

**1948** Humber Hawk, gun grey, sun roof, loose covers, radio, good tyres, taxed; £395.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

HUMBER Hawk saloon (May, 1953), blue, beige leather; £725.

HUMBER Super Snipe saloon, with division (April, 1951), black, beige leather; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

CAMDEN MOTORS, the Limousine Specialists, offer the following Humbers:—

HUMBER Pullman limousine Mark III 1953, with leather upholstery front and rear, radio and heater, a genuine one-owner car of nominal mileage, taxed and used privately and in practically faultless order throughout; £1,695.

HUMBER Pullman limousine Mark II 1950, two previous owners and taxed privately, recent full mechanical overhaul by Rootes distributors, excellent condition; £995.

HUMBER Imperial 7-seater 1951 series, with radio and heater, another one-owner vehicle, in very good order throughout; £925.

HUMBER Pullman limousine Mark II 1949, genuinely moderate total mileage and in excellent condition; £965.

HUMBER Pullman limousine 1948, another one-owner car, fastidiously maintained all its life, coachwork and interior upholstery would not disgrace a 1954 model, really excellent condition in every way; £695.

HUMBER Pullman limousine 1948, similar model to above, with special leather upholstery front and rear, fitted built-in heater, very good coachwork; £645.

HUMBER Pullman limousine 1946, same type bodywork as above but with standard-type upholstery, good condition generally; £495.

HUMBER Pullman limousine 1938, a well-kept car, in much above average condition for its year, one owner many years, division, occasionals, discs, etc.; £295.

CAMDEN MOTORS, Specialists in Limousines, Leighton Buzzard 2041. Open until 8 p.m. Write for catalogue. [C1055/1

**1951** Humber Hawk, black, excellent car, sunshine roof, heater; £545.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2053

**1953** Humber Hawk saloon, immaculate condition, beautifully kept; £695 or exchange.—292, Church St., Blackpool. [2024

**1952** Humber Super Snipe, genuine mileage 25,000, satin bronze, red upholstery, heater, one owner, spotless car.

RUFFELL'S MOTORS, the Humber Specialists, 185, High St. Wealdstone. Harrow 6421. [2108

HUMBER Hawk 1950 saloon, heater, colour green, lovely condition; £495; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [2120

JACK ROSE, Ltd., offer latest type 1954 ohv Humber Hawk, grey with red hide, 4,000 miles, with overdrive; £995.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056

**1950** (Oct.) Humber Super Snipe, excellent condition and performance, mechanically perfect, heater, owner going abroad; bargain, £500.—Tel. Ipswich 3077, after 6 77128. [1664

**1953** Humber Super Snipe saloon, metallic grey, fitted radio, heater, washers, one owner, immaculate condition; £895.—Carris Motors, Lewisham Bridge, S.E.13. Lee 8585. [2029

**1951** Humber Super Snipe de luxe saloon, radio and heater, sun roof, grey, genuine low mileage; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

**1948** Humber 18hp Snipe saloon black, really outstanding condition throughout; £325.—Garage Service Co., Ltd., 1013, Finchley Rd. Golders Green, N.W.11. Speedwell 7008 [C2019

**1953** Humber Super Snipe saloon, grey, red leather, heater, wireless, spot lamps, badge bar. Immaculate; £850.—Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

CASS'S MOTOR MART.—1951 Humber Super Snipe saloon, black, heater, radio, 33,000 miles, one owner; £565; written guarantee.—5, Warren St., W.1. Euston 4110 [C1040

**£475**!!! 1950 Super Snipe saloon, wealthy country gentleman's second car, used for occasional trips to town, serviced every 2,000 miles by Rootes distributors.

**£335**!!! Humber Hawk saloon 1946, a good example of this popular 5-seater series, leather upholstery, smart black finish, very good performance.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1055

**1954** (April) Humber Hawk Mark V, 10,000 miles, black, upholstery red, heater, Rimbellishers; other extras; £850, o.n.o. for quick sale.—45, Ravensbourne Ave., Shoreham, Sussex. [2222

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

**1938** Imperial saloon with division, guaranteed total mileage 38,600, company director's chauffeur-driven car and really immaculate throughout. £375.—Campbell Symonds, Wembley 6262. [C1037

**1950** Humber Hawk, black/beige, 6 months' guarantee; £515.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

**125** gns.—Humber 16/60, 1934 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

**1953** (March) Humber Hawk saloon, 16hp, black, red leather, one private owner, changed to latest model Hawk, 14,000 miles only, taxed Dec., 5 Ace Rimbellishers, whole car unmarked; £755; 3 months' guarantee.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

**1952** Humber Super Snipe, bronze with red upholstery, Rimbellishers, very immaculate car, fitted heater, 26,000 miles; £675.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

**1954** (July) latest model Super Snipe, Alpine mist, red upholstery, 2,600 miles only, radio, heater, screen washer, fog lamps, condition absolutely as new; £1,195.—Lindsay Bros., Ltd., Rootes Group Main Dealers, 925, High Rd., Finchley, N.12. Hil. 2215.

**£695**!!!—Humber Super Snipe, fitted special Salmons Tickford coupe bodywork costing practically £2,000 about 4 years ago, this vehicle with only one careful owner and speedometer reading 16,000 is an absolute bargain, specimen condition and performance, you must see it! 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**A & S** Limousines.—Excellent selection 7-passenger privately chauffeured Humbers (Comprehensive guarantee certificate). Detailed Lists Despatched.

LIMOUSINES, 1947/1948 mitred edge Pullmans, partitioned, widest occasionals, reasonable mileages, excellent throughout, from £570.

LIMOUSINES, 1949-new look, partitioned, 7-passenger, black, cloth rear, heater, exceptional order throughout (makers' re-conditioned engine), excellent selection. £945.

LIMOUSINES, 1950, partitioned Pullman, forward occasionals, black, exceptional throughout, (certified mechanically). £965.

LIMOUSINES, 1951, partitioned Phase III Pullmans, forward occasionals, excellent selection, certified mechanically, leather also cloth interior, lavish equipment, inspection invited.

LIMOUSINES, 1952, partition, selection leather also cloth interior, forward occasionals, black, nominal mileages, privately owned, meticulously maintained. £1395.

SEVEN-PASSENGER, 1950/51/52, black, Imperial Saloon, leather throughout, forward occasionals, lavishly equipped, privately owned, immaculate, selection from £895, 1952 £1295.

LIMOUSINES, 1952, genuine low mileage, partition, leather throughout, widest occasionals, heater, radio, black, certified mechanically, private, low cost. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

### Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

**EMA** Ltd., Grove Rd., Southsea, Portsmouth 2168. [0410/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgently required. Below

7-PASSENGER 1949/50/52 Limousines and Imperial Saloons, Limousines urgently required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

HUMBER buyers.—Motourists (London), Ltd., Gt. North Rd., E Finchley Station, N.2. Tudor 2301-2.

ALMOST new Humber required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Wcodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

**XXX** H. F. Edwards offer immediate cash for good Humber.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

### Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

## JAGUAR

DICKS.

**1946** Jaguar 1½-litre sports saloon, fast and attractive car; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

## JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

BENTALLS, Ltd.

**1954** Jaguar XK120 drophead coupe, registered December, 1953, grey, red upholstery, radio, heater; £1,325.

**1951** Jaguar XK120, cream; £795.

**1950** Jaguar Mark V, radio, heater, black; £675.—Kingston-on-Thames. Kingston 1001. [C1093

CAR MART, Ltd.

**1952/3** Jaguar XK120 roadster, heater; £965.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

**£425** o.n.o.—1948 1½ special equipment saloon de luxe, heater and radio, very carefully used and in first-rate order throughout, original tools and instruction manual, 3 months' mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

TOLWORTH MOTORS, Ltd.

**1954** XK120 convertible, 9,000 miles, radio, one owner, as new; £1,325.

**1954** (May) fixed head coupe, 4,000 miles, radio, loose covers, high axle, etc., equal to new; £1,350.

**1954** model Mark VII, 16,000 miles, black, one titled owner, magnificent condition; £1,135.

TOLWORTH MOTORS, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

B. J. HUNTER, Ltd., offer:—

**1954** Jaguar Mark VII saloon, 7,000 miles only, spare unused, showroom condition throughout; £1,295.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

**1952** Jaguar Mark VII saloon, black, brown upholstery, recorded mileage 22,470; £1,095.

**836**—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

ROSE & YOUNG, Ltd., offer:—

**1954** Jaguar Mark VII saloon, 3,000 miles only, whole car as new, black with red leather; £1,325.

**1954** (September) XK120 fixed head coupe, 1,000 miles only fully modified, including wire wheels, numerous extras, as new, birch grey; £1,435.

**1951** XK120 sports 2-seater, exceptional car, finished in dual colours; £725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

SAUL & SLATTER, Ltd., offer:—

**1953** Mark VII, 17,000 miles, birch grey and red, one owner; £1,095.

**1954** Jaguar Mark VII saloon, with overdrive, black with red upholstery, 7,000 miles, one owner; £1,395.

**44**—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

BROOKLANDS.—Jaguar retailers.

**1952** Jaguar XK120 2-seater, immaculate condition, metallic blue with red.

BUY or sell with confidence; cars purchased for cash.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029

BRADSTOCK MOTORS, Ltd., offer:—

**1939** Series SS100 3½-litre 2-seater sports, this unique example has covered a genuine 32,000 miles from new, in the hands of one enthusiast owner who has maintained it at Jaguars (bills available) finished in unmarked green cellulose with green leather upholstery.—Chase Rd., Epsom. Tel. 5696/7. [C1090/1

CHIPSTEAD MOTORS, Ltd., offer:—

**C** TYPE late 1953, very low mileage, works maintained, 3 c.v. carbs., Panhard rod, etc.

**XK120** (March) 1951, black, red leather, low mileage, 8 to 1, dual exhausts, immaculate condition; £825.

**XK120** 1951, dual brown and silver, many modifications, very attractive car, out of the ordinary; £825.

!!!—100 2½-litre competition 2-seater (reg.) 1941, speedo. reading only 33,000, maroon with red leather, dual exhausts, tyres unmarked, in post-war condition, bargain; £445.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

JAGUAR Mark V 1950, titled owner, black and chrome, brown hide; £665.—Valentine 4674. [C2018

## JAGUAR

DUNCAN HAMILTON & Co. offer:—

**1951** XK120, ivory with green interior, fitted special loose covers, heater, 8:1 compression, twin exhausts, one owner; £795.

**1952** Mark VII, 22,000 miles, silver grey with grey interior, 8:1 compression, etc., extras; £945.

**1953** Mark VII, 12,000 miles, powder blue with grey interior, fitted radio, heater, screen washers, Michelin X tyres, etc., one owner, beautiful condition throughout; £1,165.—53, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1091

HOFFMANNS OF LEICESTER, Ltd.

**1955** Mark VII type M saloon, finished in dove grey with tan leather, fitted overdrive; immediate delivery; price £1,679/17/6.

**1954** Mark VII saloon, finished in black with red, 6,000 miles, fitted radio, heater, 3 additional spot lamps and Ace Rimbellishers; price £1,475.

**1952** Mark VII saloon, finished in elephant grey with red leather, 26,000 miles; price £995.

HOFFMANNS OF LEICESTER, Ltd., 31, London Rd., Leicester.

RETAIL dealers in Jaguar cars.

JAGUAR Sales 65751-5.

JAGUAR Service 78669. [2023

BRADSTOCK MOTORS, Ltd., offer:—

**£935**.—1952 Mark VII Jaguar, grey, red leather, low mileage, one owner.—Chase Rd., Epsom. Tel. 5696-7. [C1090

LAMBS OF WOOD GREEN for Jaguar cars.

**£799**!!! 1951 Jaguar Mark V 3½-litre drophead coupe, specimen one owner motor car, immaculate throughout. Below.

**£777**!!! 1951 Jaguar Mark V 3½-litre de luxe saloon, one owner motor car, speedometer reading 14,000, whole vehicle like brand new. Below.

**£744**!!! 1950/51 Jaguar Mark V 2½-litre de luxe saloon, this vehicle is magnificent, engine just overhauled and rebored, not yet run in, routine overhaul carried out on remainder of car, an impeccable vehicle, the finest we have ever had. Below.

**£644**!!! 1950 Jaguar Mark V 3½-litre de luxe saloon, spotless condition, choice 2, black or grey, also another 2½-litre saloon available. Below.

**£485**!!! 1949 Jaguar 3½-litre de luxe saloon, specimen bodywork, interior immaculate, whole car like new. Below.

**£325**!!! Jaguar 1½-litre de luxe saloon, pre-war model but definitely post-war condition. Below.

**£235**!!! 1939 series Jaguar 2½-litre de luxe saloon, absolute bargain. Below.

**£185**!!! 1936 series Jaguar SS.II 12hp de luxe saloon, beautiful, spotless condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

LEONARD WILLIAMS & Co., Ltd., offer:—

**1953** Jaguar Mark VII saloon, black with brown leather, one owner, 8,000 miles, perfect, guaranteed; £1,195.

LEONARD WILLIAMS, DISTRIBUTORS, Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 3400. [1921

WOKING MOTORS (MAYBURY HILL), Ltd

**1954** Mark VII Jaguar saloon, high-lift camshaft, high-geared steering, H.M.V. radio, as new; £1,350.—Woking 4277-8. [C4057

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1951** Jaguar XK120, full racing modifications, one owner since new; £975.—Coombs & Sons (Guildford), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

**1952** XK120, one owner, pastel blue, unmodified, heater, trafficators, guaranteed; £895.—282, Kensington High St., W.14. Western 0207. [2291

W. J. BROWN, Ltd., established over 30 years.

**1954** Jaguar Mark VII, with automatic drive, finished in grey, with red leather interior;

**339**, Finchley Rd., N.W.3. Hampstead 4414. [C1025

MURKETT BROTHERS, Ltd. (Jaguar Main Dealers).

**1954** Jaguar Mk. VII saloon, Dover grey with beige upholstery, overdrive, nominal mileage only.

**1953** Jaguar Mk. VII, grey with red upholstery, 21,000 miles, many extras; £1,150.

**1953** Jaguar Mk. VII, black with brown upholstery, 18,000 miles, many extras; £1,150.

**1953** Jaguar Mark VII saloon, 17,000 miles, one owner, grey with red upholstery; £1,125.

**1950** Jaguar Mk. V 2½-litre saloon, gunmetal with grey upholstery, genuine 25,000 miles only; £595.

**1948** Jaguar 2½-litre sports saloon, black with brown upholstery; £395.

MURKETT BROTHERS, Ltd., High St., Huntingdon. Tel. 298. Embankment, Bedford. Tel. 66522. Bridge St., Peterborough. Tel. 3481. Huntingdon Rd., Cambridge. Tel. 3226. [2090

ACRES offer 1951 Jaguar XK120, black with red leather, immaculate condition; £850.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

**1951** Jaguar XK120 sports 2-seater, excellent condition; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

**1949**—50 3½-litre Jaguar Mark V saloon, finished blue/grey, radio, excellent condition throughout; £625; maximum hire purchase terms available. [C1001

**1949** 3½-litre Mark V Jaguar, perfect running order, body and interior immaculate, radio and heater, taxed.

R. CHARLISH, Ltd., Priory Lane, Bungay. Tel 302. [1880

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102 London Rd., Kingston. Tel. n 3345. [0081/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**£425**.—Jaguar 1½-litre 1947 4-dr. saloon, one owner, excellent performance, good cellulose, chrome, etc., many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

**1950** (October) Jaguar Mark VII, grey/red, one careful owner, as new; £1,125.—Dobsons, Ltd., Stanmes 301. [C1074

**£625**.—Jaguar, July 1951, 3½-litre Mark V saloon, black and in really sound condition, 23,000 miles.—Box 8974. [2163

**1952** XK120 sports 2-seater; £690; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631.

**1952** Mark VII Jaguar sal., immaculate, only wants seeing, must sell; £925.—Wadham Garages, Ltd. Weston-s.-Mare. Tel. 269. [2008

JAGUAR 3½-litre sports saloon 1939, very clean; £175; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2565. [2119

**£585**.—Jaguar Mark V, radio, heater, new tyres, battleship grey, red leather.—Windmill Garage, Sunninghill, Bagshot 2336. [2273

**1938** 2½-litre saloon, twin spot lights, horns and mirrors; £225.—Richards and Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

**1952** Jaguar Mark VII, black, brown leather, one owner, as new; £945.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

**1953** (June) Mark VII Jaguar, beautiful condition, small mileage, chauffeur-maintained, £1,200.—Payn, Lympne Castle, Kent. Tel. Hythe 67272. [2018

**1954** (June) Mark VII saloon, suede green, matching upholstery, all extras and radio, 6,000 miles, immaculate condition; £1,390; no dealers.—Box 8275. [2162

**1948** (Aug.) Jaguar 1½-litre S.E. saloon, excellent condition throughout, guaranteed; £475.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

ARCHIE SIMONS & Co., Ltd., 1952 Jaguar Mark VII saloon, colour black/red leather upholstery, nominal mileage, one owner; £1,035.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

**1954** Jaguar XK120 drop head coupe, 9,000 miles, excellent cond.tion throughout; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1939** Jaguar 2½-litre saloon, recent major engine overhaul, coach work unmarked; £265, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

**1954** (April) Mark VII saloon, birch grey/red hide, sliding roof, overdrive and H.M.V. radio, 6,000 miles, as new throughout; £1,385.—Robbins, East Putney. Tel. 7881. [C3010

**XK120** 1951, racing green, recently overhauled, magnificent car, guaranteed; £750; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034

**1951** Jaguar XK120 sports, Michelin X tyres, heater, etc., spots; attractive price £750.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

**1954** Jaguar Mark VII saloon, 6,000 miles only, as new, attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028/1

**1947** Jaguar 3½-litre saloon, superb condition, fitted press button radio, heater, wheel discs; £345, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

JAGUAR, 1947, saloon 3½-litre, black, brakes relined, new clutch, two extra spare wheels and tyres, spare complete cylinder head, set shock absorbers, springs, wheel discs and many spares; £425.—Tel. Leicester 59724. [2041

JACK ROSE, Ltd., offer 1953 XK120 2-seater sports, one owner, a beautiful car in pale green, low mileage, unraced; accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Banstead, Surrey. Burgh Heath 2376/7. [C3056/1

**1495** gns.—Jaguar, April, 1954 Mark VII saloon, pastel blue, blue leather, overdrive, H.M.V. radio, heater, screen washers, one careful owner, 1,100 miles, original spare unused, brand new condition; terms, exchanges.—Rowland Smith, below.

**645** gns.—Jaguar, 1951 model Mark V 3½-litre saloon, silver grey, sliding head, red leather, heater, exceptional; terms, exchanges.—Rowland Smith, below.

**295** gns.—Jaguar, 1946 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**XXX**—£1,000; 1952 Jaguar Mark VII saloon, black with brown hide, radio, heater, loose covers, a really immaculate and most attractive one-owner car, written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

**1954** (July) Jaguar Mk. VII with overdrive, finished black with red leather upholstery, this car has only covered 6,000 miles and is comparable to new in every respect, written guarantee; part exchange, terms, delivery anywhere in G.B., free; £1,495, o.n.o.—12, Church St., Luton 4212. [2290

JACK ROSE, Ltd., offer 1953 series Mark VII Jaguar saloon, in 2-tone grey with red hide, new tyres, any examination; £1,045; also 1950 Mark V Jaguar in grey, radio and heater, beautiful car, open to any examination; £645.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

JAGUAR Mark V saloon 1951, black, beige leather upholstery, heater, engine recently checked, tyres almost new; an exceptionally fine car in showroom condition; any trial; 3 months' guarantee; a bargain at £675; exchanges and easy payments if required.—W. H. Baker, Ltd., Wallingford 2281. [2075

**1938** Jaguar 3½-litre sports saloon, beautifully respraved in black with green leather interior, excellent engine and chassis, good tyres and battery, any trial; £195, or £65 deposit, balance over 18 months; many others.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

**1947** model Jaguar 3½-litre special equipment saloon; this is an exceptionally clean, well-kept motor car; fitted radio, heater and Ace discs; the gear box has just been reconditioned and it has had a recent engine overhaul, all bills to show; £335 or £85 deposit.—Portland Sports Autos, Meadowhead Garage, Sheffield 45947. [1902

## JAGUAR

**1952** (Sept.) Jaguar Mark VII, grey and black with red leather, 19,000 miles, condition very good, 1955 modifications, 8-1 compression, high-lift camshafts, stiffened torsion bars, over £100 extras including Radiomobile, screen washers, hand throttle, quick action filler caps, Ferodo racing linings, 5 new tyres; £1,075.—Manchester, Tra. 1522 [1834

**1953** XK120 special equipment model, high lift camshafts, dual exhaust system, stiff suspension wire wheels etc., heater, de luxe H.M.V., screen washer, Lifeguard tubes, birch grey, red leather, genuine 13,000 miles since new in the hands of a most careful car-proud owner; price £1,150.—W. J. Skelly, Manse Rd., Motherwell. Tel. 1560. [2140

**XXX**—Really superb 1952 XK120 2-seater, finished in sealing wax red, with fawn leather upholstery edged with red, luxuriously equipped, radio, heater, loose covers, all-over zip tonneau cover, twin fog lamps, twin pass lamps, twin exhausts, an absolutely sparkling one-owner car with delightful performance, written guarantee; £925; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

YOU will be proud to own this low mileage 1949 Jaguar 3½-litre, black, fully equipped sports saloon, inspection and trial should convince the most critical buyer, any reasonable trial or examination whatsoever including A.A. or R.A.C.; taxed and unrepeatable for value and condition at £435; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

MARK VII saloon 1952 model, pastel blue with blue leather, two owners only speedometer reading 23,000 but looks considerably less having been chauffeur maintained, unmarked throughout, fitted heater, H.M.V radio, Ace chrome Rimbellishers, badge bar, expensive blue and grey loose covers, tools unused, good tyres; £860, any sensible exchange proposition considered, terms can be arranged privately.—Tel. Birmingham South 3018. [2143

### Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BENTALLS, Ltd

WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames. Kingston 1001 [W1095

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

BARTLETT will pay more for good Jaguars.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CHILTERN CARS require above-average 2½-litre and 3½-litre SS100s.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1043

XXX H. F. Edwards offer immediate cash for good Jaguar.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WANTED privately, low-mileage 1952/53 Mark VII saloon; realistic price.—55, Broadwalk, E.18. Wanstead 2668. [2231

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

### Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd. Forest Gate, E.7. Maryland 4816.

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

DISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 SS.20, 1933 and 1934 SS.16; rapid c.o.d. service.—Wards "Motolympia," Leasowe Rd., Wallasey. Tel. Wallasey 4151. [0202/R

## JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

**1952** (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS!!! Jeeps always available. Comprehensive stocks of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

## JEEP

**£120** buys a special bargain.—See Metamet, famous for Land Rover conversions.—98B Belsize Lane, N.W.3. Hampstead 4231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [0241/R

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices, exchange plan engine, gear box, clutch, etc., noted for all American spares.—351-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850 [C0335/R

### Jeeps Wanted

JEEP required.—81, Alresford Road, Winchester. [W1010

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4735. [C3066

## JENSEN

BROOKLANDS.—Jensen Distributors.

LATEST 1955 Interceptor and new 541 saloon and coupe available, demonstration.

**1951** Jensen 4-litre 4-door saloon, radio, heater.

BUY or sell with confidence, cars purchased for cash.

**103** New Bond St., London W.1. Mayfair 8331-6. [C1029

### Jensen Cars Wanted

WANTED privately, post-war Jensen, preferably convertible.—Advertiser, 47, Westwood Rd., Southampton [2199

## JOWETT

WMWELBECK MOTORS, Ltd., for Jowett:—

A SELECTION from our stock:—

**1953** Javelin standard saloon, full Series III, gold with red leather, twin-speaker radio, heater, mileage 15,000; £625.

**1952** Javelin de luxe (first registered December, 1951), gold with red hide, mileage 27,000, superb condition; £560.

**1952** September Javelin de luxe, grey, with red hide, engine reconditioned; £560.

**1951** Javelin de luxe, black with brown hide, mileage 24,000; £495.

**1949** Javelin, beige; £415.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). For the largest Jowett agents in the country. [C4049

C. OF P.

JOWETT distributors

**1953** Javelin de luxe saloon, finished in grey, red leather 12,000 miles, one owner; £695.

**1952** Javelin de luxe saloon, finished in black, twin spot lamps and wing mirror, very good condition indeed; £545.

CLARKES OF PIRBRIGHT, near Woking. Surrey. Brookwood 2201. [C1049

BRADSTOCK MOTORS, Ltd., offer:—

**£515**.—1952 Jowett Javelin saloon de luxe, black, radio, heater, loose covers, one owner, low mileage, excellent condition throughout.—Chase Rd., Epsom. Tel. 5696-7. [C1090

WOKING MOTORS (MAYBURY HILL), Ltd.

**1953** Jowett Javelin saloon, black, red leather, heater, radio, Ace Rimbellishers, taxed, 13,000 miles; £625.—Woking 4277/8. [C4057

H. A. SAUNDERS Ltd., Golders Green, offer:—

**1953** (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended; £585.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

**1950** (Aug.) Javelin de luxe, grey, red leather, 24,000 miles; £475.—Tickford, Ltd. Temple Bar 3338. [C4029

**£475**.—Jowett Javelin 1949 4-door saloon, exceptionally well kept car throughout, one owner, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

**1949** Jowett Javelin saloon, 2 owners only, leather upholstery, heater, very good order throughout, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061

**1952** model Javelin, latest type engine, small mileage, new tyres, perfect condition; £515.—Feather, 28, Lathom Rd., Southport. [1973

**1952** Jowett Javelin de luxe, black, beautiful vehicle; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

JOWETT Javelin 1950 model, heater, loose covers, spot light, taxed, excellent condition; £460.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322. [C2077

**1953** Javelin de luxe, radio, heater, windscreen washer, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695. Campbell Symonds Wembley 6262. [C1037

**1949** Jowett Javelin saloon, green, brown leather heater, one owner, smart appearance; £395, terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

**1951** (Oct.) Javelin de luxe saloon, metallic grey small mileage, immaculate, one owner; £525, part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [7656

**1952** Javelin de luxe saloon, one owner, many extras, Undersealed, 17,000 miles only, maintained by us as Jowett Agents, guaranteed; £575.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JOWETT

**1952** de luxe, met. beige, mod. mileage, ex. mech. cond., spotless int.; £510.—Tel. Mil. 3945, after 7 p.m. [2281

**565** gns.—Jowett Javelin (November) 1951 de luxe saloon, leather, heater, one owner, exceptional; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

**£475**!!—1950 Javelin de luxe, reconditioned engine, H.M.V. radio, heater, black with brown leather, original paint unmarked, interior as new, superb example; 3 months guarantee; terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. [1617

**1952** (June) Javelin de luxe saloon, in gunmetal, with red leather, absolutely as brand new throughout, with many expensive extras including H.M.V. radio, heater, Ace Rimpellishers, oil radiator, etc., one private owner; accept £525; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [2303

**1953** (August) Javelin, gold with red leather, de luxe fittings and extras costing £100 include H.M.V. radio (5-button), heater, twin spots, radiator blind, screen washer, loose covers, under 13,500 miles, very carefully maintained and in excellent condition; cost £986 and selling for £595.—Cun. 4860 (ext. 17). [1787

### Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines.) [W4004

ALMOST new Jowett required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

REQUIRED, really good Jowett Javelin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES. — Jowett agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6.

JAVELIN and Bradford spares at competitive prices; send for price list.—Alfred Alderson & Co., "The Engine Exchange People," 57, Bradford Rd., Stanningley, Leeds. [1802

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 28 years' Jowett experience, spares and service. [0759/R

JOWETT Javelin, Jupiter and Bradford, the largest stock of spare parts in the South; exchange units, etc.—Tel. Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761-2-3. [0133/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641/2). Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2). 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

## KAISER

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

## LAGONDA

METCALFE & MUNDY, Ltd.

**1939** Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car.

METCALFE & MUNDY, Ld., 280, Old Brompton Rd., S.W.5. Fremante 5471. [C3064

CHIPSTEAD MOTORS, Ltd., offer:—

**???** 2.6 late 1950 sports saloon, beautifully finished in light grey with dark grey wings, chrome wheel rims, heater, demisters, dual pass lamps, etc., immaculate condition throughout, cost approx. £2,300; first offer of £985 secures.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROOKLANDS: Lagonda distributors.

**1955** models, 2-door and 4-door saloon, power-operated hood coupe available, demonstration.

**1952** Lagonda 2.6-litre drop head coupe, grey/red.

**1952** Lagonda 2.6-litre Mark I saloons, radios.

**1951** Lagonda 2.6-litre Mark I saloon, immac. condition

BUY or sell with confidence; cars purchased for cash.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

**1951** 2½-litre Lagonda saloon, finished grey, blue leather, fitted heater, spotlamps, screen-washers, low mileage, engine recently overhauled, immaculate condition throughout; £1,250; maximum hire purchase terms available. [C1001

## LAGONDA

**LG6** 1939 saloon, recent overhaul, magnificent condition; £950.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1099

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

**1936** 4½-litre LG45 sports saloon.

**1938** 4½-litre LG6 short wheelbase sports saloon.

**273**, London Rd., Staines. Tel. 4211-5. [C1080

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

RAPIER sports 10hp 2-seater, superbly maintained by enthusiast; £275.—45, Shirehall Park, N.W.4. Hendon 1648. [2145

LAGONDA L.G.45, in perfect mechanical condition, coachwork as new; price £350.—Tel. Wednesbury 0075 or Dudley 3265. [2074

LAGONDA 1954 3-litre 2-door saloon, dual grey, small mileage, chauffeur maintained; £2,600.—Tel. Molesey 2180 between 10 a.m. and 6 p.m., Monday to Friday. [2131

**G & M** ALFREDS (1936), Ltd.—1950 Lagonda 2½-litre sports saloon, complete works history, recorded mileage 30,000-odd, numerous extras, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

**145** gns.—Late 1934 4½-litre Charlesworth sports saloon, sliding head, leather, P100 head lamps; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LAGONDA 16/80 1933 d.h.c. good condition, excellent hood, P80 headlamps, excellent tyres, full range instruments, most attractive appearance, thoroughbred qualities, spares readily available, photograph, genuine enquiries: £100.—M. Copley, 64, Riplingham Rd., Kirkella, Hull. Tel. Hull 35520, afternoons only. [2212

**£495**!!! Lagonda 4½-litre special sports saloon, although 1937 model this vehicle is literally in post-war condition, the interior is practically brand new and unworn, exterior magnificent, specially equipped with twin spare wheels, late owner absolutely fanatical maintaining this vehicle in as-new condition by the works, we venture to suggest if you see this vehicle you must agree it is the finest you have seen; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421-423, High Rd. Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

**1951** Series (Sept. 1950) Lagonda 2½-litre drop-head foursome coupe, in brand new condition throughout, fitted D.B. Vantage engine, an exceptionally attractive car in cherry red with beige leather upholstery and beige plastic hood, many extras including H.M.V. radio, heater, screen washers, loose covers, tonneau cover, etc., nominal mileage and one of the most desirable cars on the road to-day, cost over £3,000; accept £1,075; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [2304

### Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

LAGONDA 2½-litre saloon wanted privately; must be immaculate and low mileage.—55, Broadwalk, E.18. Wanstead 2688. [2233

REQUIRED, really good V.12 or post-war Lagonda.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118 [W2000

### Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advert. on page 805 [S1080

## LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (1953), blue, blue leather, one owner; £950.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

LANCHESTER 10 saloon 1947, heater, one owner; £425.—Wooldridge, High St., Crewe 2380. [1972

**1952-3** Lanchester 14, green, beige, genuine, 5,112 miles, one owner, taxed; £875.—Lovell's Garage, Westgate, Peterborough. Tel. 2001. [2047

**1952** Lanchester saloon, beige, mileage 15,000, exceptional condition.—Tickford, Ltd. Temple Bar 3338. [C4029

LANCHESTER Roadrider 1939 saloon, engine just reconditioned; £325; terms; exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1546

LANCHESTER 10 1951 model (first registered December 1950), one owner, 24,000 miles only, black with green leather, heater, etc., very pretty car in exceptional condition; £595.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576.

**£555**!!! 1948 Lanchester 10 de luxe saloon, the speedometer reads 16,000 but frankly anyone looking at or driving this vehicle could believe it's only done 5,000 miles, bodywork like brand new, interior unmarked, chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

LANCHESTER Roadrider 17, 1936, black, coachbuilt saloon, one owner since new, 44,000 miles only, entirely original and faultless condition throughout, any examination whatsoever, 25mpg, taxed, a beautiful thoroughbred; £275.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [2244

### Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

**XXX** H. F. Edwards offer immediate cash for good Lanchester.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

### Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

### Lanchester Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0462

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—163, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R

## LANCIA

**1939** Lancia Aprilia saloon, this vehicle has been works maintained and is open to any examination or inspection, is really excellent throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

### Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

## LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, Lea-Francis, London & Home Counties, offer:—

**1951** Lea-Francis 2½-litre streamlined sal., black, radio, heater, sunroof; very modern appearance, comfortable seating, excellent performance; a most attractive car; £895.

**1951** Lea-Francis 14hp estate car, natural wood and metallic beige, one owner, carefully maintained; £685.

**1949** Lea-Francis 14hp sal., black, Ace Rimbellishers, speedo reading 27,000, fully serviced and checked; £545.

ALL the above cars are guaranteed for 3 months.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

LEA-FRANCIS, pre-war, French or British Salmson, Lancia Augusta, A.C., Alvis or similar, or Railton, wanted privately if good.—Walton-on-Thames 4488.

**1948** Lea-Francis 14hp sports saloon, terrific performance, splendid condition; £395!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723; open all day Saturday. [C1011

**1950** Lea-Francis 14hp saloon, finished in black, brown hide upholstery in immaculate condition throughout, taxed; £545.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146 [C4007

### Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good Lea-Francis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

## LIMOUSINES

**145** gns.—Daimler, 1936 24hp 7-passenger limousine, black, front leather, rear fawn cloth, face-forward occasionals, division, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

**A & S** Display 7-passenger privately owned Limousines at competitive prices, comprehensive guarantee certificate (See Classified Advertisements) 1951/1952 Austin Hirecars, 1951/52 Sheerline 1949/50/51/52 Humbers, also privately owned 1936/37/39 Rolls-Royce. (Lists despatched). Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair 2941. [C1006

### Limousines Wanted

LARGE organization would like to buy quantity of post-war limousines. Humbers, Austins, Daimlers and Rolls-Royce, also hire cars; all suitable for long-distance journeys.—Please send all details to appointed buying agents, Messrs. Auto Buyers, Ltd., 24, Warren St., London, W.1. Tel. Euston 3917 (12 lines). [9613

## LINCOLN

ELITE MOTORS offer:—

**1939** Lincoln Mercury foursome drop head coupe, black with light brown leather interior, recently fitted with new hood, numerous extras including radio, heater, spot lamp, loose covers, Ace Rimbellishers, etc., really attractive appearance, must be seen and driven to be appreciated; £325.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

## MERCEDES-BENZ

**1954** Type 170, diesel, 15,000 miles; £1,195.—Mansfield Autos Ltd., Euston 2587. [C3001

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MERCEDES-BENZ

**1938** Mercedes-Benz. See Sports Cars, page 49.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

DIESELS, one only, 1954, type 170 chassis, brand new; also one only utility on 170 diesel chassis, shop soiled, unreg.—Welwyn Service Depot, Hatfield 2178.

**1954** Type 300 saloon, black with red leather, radio, 6,000 miles, quite as new; £2,825, exchanges.—Welwyn Service Depot, Hatfield 2178. [1883

**1951** Mercedes-Benz Type 170S super quality 4-seater cabriolet de luxe, cost nearly £2,000, immaculate condition; £965.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

**1954** Mercedes-Benz type 300 saloon de luxe, chauffeur kept, most beautiful condition, owner has exchanged for latest model; £2,695.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036/1

**1953** (Sept.) Mercedes-Benz Type 220 saloon, black, grey, cloth, many extras, 10,000 miles, practically indistinguishable from new, owner purchased latest model; £1,550; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

MERCEDES BENZ 300, unregistered and fully guaranteed by Mercedes, 500 miles on demonstration, list price £3,500, immediate delivery, would exchange for Rolls-Royce or Bentley with cash either side; also 500K Mercedes drop head in magnificent condition, written guarantee; £435; exchanges, etc.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43544). [C4024

### Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

## MERCURY

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

ON all matters of sales, spare parts, repairs and service, consult us the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

## M.G.

DICKS.

**1938** M.G. 1½-litre sports tourer, famous V.A., very attractive condition; £275.

**1936** M.G. 8hp sports 2-seater, scrupulously maintained; £265.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

**1937** Midget:—

WELBECK MOTORS, Ltd., offer a particularly nice 1937 Midget TA which they have just taken in part exchange for a new car; £225.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

SLOCOMBES, Ltd.

MG. 1¼-litre saloon, 1951, excellent condition; £575; terms, guarantee; part exchanges.—38/52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

TOULMIN MOTORS.

MG. 1951 1¼-litre Y saloon, dual green, completely overhauled mechanically, fully guaranteed.

**1½**-litre competition car, 2-seater, fully equipped; 12 callers only.

**343**, Staines Rd., Hounslow, Mdx. Hou. 3456 and 2238. [1453

B. J. HUNTER, Ltd., offer:

**1953** M.G. T.D. 2-seater, very superlative condition; £625.

**1952** M.G. T.D. sports 2-seater, attractive condition; £575.

**1951** M.G. T.D. 2-seater, engineer maintained; £535.

**1949** M.G. T.C. 2-seater, over £100 worth of extras; unrepeatable at £415.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

!!! 1947 T.C. Midget with special streamlined body, 2 spare wheels inside tail, ivory and red, chrome red, etc., immaculate; £355.

!!! T.C. late 1949, immaculate, in dual green, replacement engine and clutch just fitted by University Motors at a cost of £74, host of extras, specimen in every way; £445.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

MG. 1937 T.A.; offers to Weybridge 2568.

PARADE MOTORS (MITCHAM), Ltd., offer:—

**1938** M.G. T.A., green; £255.

**1937** M.G. T.A., black, luggage carrier, etc.; £245.

**1938** M.G. V.A. drop head coupe, excellent condition; £265.

**1947** T.C., black, green upholstery, new engine fitted, yet to be run in; £370.

**1946** T.C., black/red, Windtone horns, luggage carrier, original condition; £365.

**1949** M.G. T.C., black with red upholstery, Windtone horns, chrome luggage grid, full tonneau cover, 22,000 miles only, taxed; £410.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

**1954** M.G. Magnette in green/green, 5,000 miles only; £950.

HOFFMANNS OF BRADFORD, Ltd., 177, Manningham Lane, Bradford. Tel. 23791. [2039

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

**1954** M.G. T.F., finished ivory, red leather, 4,000 miles only, one owner, fitted wire wheels, luggage rack, as new throughout; £685; maximum hire purchase terms available. [C1001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

**1953** M.G. T.D. 2-seater, finished black, beige leather, one owner, low mileage, H.M.V. radio, spot lamps, reversing lights, luggage grid, full tonneau cover, and many more extras, this car has recently had new engine fitted, also spare equipment for modifying to Stage II, superb condition throughout; £625. [C1001/1

### M.G.

CAR MART, Ltd.

**1951** M.G. 1¼-litre saloon, sliding head, heater; £570.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

**1950** M.G. 1¼ saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

**1953** M.G. 1¼-litre saloon, black, underseal, heater, taxed, one owner, 13,000 only; £695.—Hale Motors, Ltd., Tot. 7771-4. [C2077

M.G. T.A., Newton suspension, radio, Windtones, engine overhauled, perfect; £250.—56, St. Andrews Rd., Cambridge. [1821

**£395**.—M.G. T.C. 1947 open 2-seater sports, celluloise, chrome, hood, screens as new, aero screens, new battery; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

FOR sale owing to overseas posting, 1939 M.G. V.A. drop head coupe, in excellent condition, new tyres, engine just overhauled, cream; £275.—Box 8965. [2154

**1951** M.G. 1¼ saloon, black, red leather, 28,000 miles, immaculate; £565.—"Pines," Oakend Way, West Byfleet. Byfleet 3394. [2170

**1947** M.G. T.C., very good history; £345.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

**1947** T.C. M.G., whole car in superb condition, fitted with H.M.V. radio; terms and exchanges; £345.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [2308

**1954** (April) M.G. Magnette, black, low mileage, Undersealed; £930.—Rose, 10, Gladstone View, Siddal, Halifax. [1791

**1954** M.G. Magnette Series Z.A. saloon, green with green leather as new, nominal mileage only; £950.—Grosvenor 2133. [9655

**1954** (June) M.G. T.F., as new, cream/green upholstery, luggage rack, 3,000 miles; £675.—Butler, Bulkington, nr. Devizes. [1811

**£695**.—1953 (June) M.G. 1¼ saloon, bronze, red upholstery, recorded mileage 15,000, fitted loose covers, taxed, an immaculate car

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

**£685**.—1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new.—Robbins, East Putney. Tel. 7831. [C3010

**1954** (June) M.G. T.F. roadster, mileage only 5,000 odd, red, many extras, as new; £675; terms.—Bryan's Garage (Clacton), Ltd., Tel. 4128/9. [2056

JACK ROSE, Ltd., offer 1953 M.G. 2-seater, British Racing Green, almost unmarked; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

**1949** 1¼-litre saloon, green, very sound general condition, guaranteed £445.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

**1953** (June) M.G. 1¼-litre saloon, black, beige leather, 13,000 miles, one owner, excellent condition; £780.—Castle's, Church Gate, Leicester. Tel. 65251. [1099

**1951** (July) M.G. T.D., red with red interior, a very fast car in very good condition, engine has had Laystall conversion; terms and exchanges; £465.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1936

**1953** M.G. T.D. sports, 11,000 miles, immaculate throughout, spare unused; £595.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059

**£140** o.n.o.—1933 J2 M.G., £200 spent since 1951, bills available, 3,000 only since rebore, new bearings, etc.—52, Burnt Ash Rd., S.E.12. Tel. Lee 0300. [2191

**1939** M.G. 1½ S., Laystall balanced engine, radio, etc., etc., life maintenance record, spares, one fastidious owner, classic car; £335.—Hardstone, Wineshop, Stoats Nest, Coulsdon, Uplands 3443. [2185

**1939** M.G. 1½-litre drop head coupe, excellent condition, taxed; £275, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, 122 (opposite side entrance G.P.O.). [3055

**125**gns.—M.G. Midget, 1933 8hp J2 2-seater, black, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1936** M.G. 2-litre sports saloon, ex-director's car, reconditioned engine/gear box, 24 m.p.g., beautifully maintained, no repairs required; £195 o.n.o.—9, Greenfern Avenue, Cippenham, Slough. [1993

**1951** (October) M.G. T.D., radio, heater, Vynide hood and tonneau, many other extras, two owner enthusiasts, recent £74 overhaul by M.G., Abingdon, a specimen car, open to any inspection; £585; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

**£205**.—1937 T.A. 2-seater, reconditioned engine, new hood, £195; 1934 P.A. 2-seater, recent complete overhaul, new hood and sidescreens, above average condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060 [C1043

**£185**.—M.G. 1937 2-litre 1939 engine, grey and black Tickford foursome drop head coupe, beautiful condition and appearance, good tyres, spare unused, Windtones, spotlight, Notek fog and flat ray lamps, Runbaken; a really attractive class car.—1, Tudor Ave., Worcester Park, Surrey. Derwent 1551. [2171

### M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W3041

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095

### M.G. Cars Wanted

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

MAYFAIR GARAGES Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104 [J696/R

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

**XXX** H. F. Edwards offer immediate cash for good M.G.—200 Great Portland St., London, W.1. Tel. Langham 0012. [W2003

CNK MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

### M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for all models 1932 to 1952; exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets, with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems; stamp list.—159-161, London Rd., Kingston 5621-2.

MG. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

## MORGAN

WM WELBECK MOTORS, Ltd., offer:—

**1954** Morgan TR2 open 2-seater, ivory, red interior, 5,000 miles, identical to new; offered at £730, £100 under list.

WELBECK MOTORS, Ltd. (Officially appointed Agents for the Morgan), 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

**1954** (Nov.) Morgan Plus 4 4-seater, absolutely new, 150 miles only, originally cost approximately £850, taxed December, various extras; 739gns or £156/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Conterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station Bakerloo line, 150 yards). [C4047

SLOCOMBES, Ltd.

MORGAN Plus 4, 1952, splendid order; £475, terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

**1947** Morgan 4/4 red 2-seater sports, good condition; £350.—5, Avondale Rd., Palmers Green, N.13. Tel. Palmers Green 5484. [2193

**345**gns.—Morgan 4/4, 1948 special sports 2-seater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

### Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

## MORRIS MINOR

BENTALLS, Ltd.

**1953** ohv Morris Minor 2-door saloon, grey, red upholstery; £545.—Kingston - on - Thames, Kingston 1001. [C1093

SLOCOMBES, Ltd.

MORRIS Minor de luxe saloon, 4-door, 1954, works mileage; £675, terms, guarantee; part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground, Willesden 4869. [C4017

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS MINOR

RUSSELL MOTORS offer:—

**1951** Morris Minor tourer, heater; £395.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288 [C3060

B. J. HUNTER, Ltd., offer:—

**1953** Morris Minor saloon, one owner; £525.

**1951** Morris Minor convertible, remarkable condition, one enthusiastic owner; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

**1952** Morris Minor tourer, blue, beige upholstery, recorded mileage 18,000; £465.

**836**—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

**1954** (April) Morris Minor 2-door saloon de luxe, grey, 5,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

C.M.I. CAR SALES (Pri. 6623) offer:—

**1953** Morris Minor saloon, black; £525.

THREE mouths' guarantee; erms; ist on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

B.M.C. guaranteed, very low-mileage cars.

**1954** Traveller's car de luxe, radio.

**1954** ohv, 5,000 miles, 2-door saloon, very special motor car.

**1953** ohv convertible.

**1953** sv 2-door saloon.

TERMS and part exchanges.

ALEXANDER ENGINEERING Co. Ltd., Haddenham, Bucks. Tel. 345. [C1094

HENDON CENTRAL GARAGE, Ltd., offer:—

**1952** Morris Minor 2-door saloon, taxed, 12,000 miles, as new; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PARADE MOTORS (MITCHAM), Ltd., offer:—

**1952** Morris Minor, blue, very good condition throughout; £465.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

DECEMBER, 1950, Morris Minor; £460.

OCTOBER, 1953, ohv 4-door saloon; £560.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

**1954** Morris Minor 4-door saloon, black, one owner, 3,000 miles only; £625.—Below.

**1951** Morris Minor tourer, loose covers, Underseal, tubeless tyres, immaculate condition throughout; £435.—Hale Motors, Lt., Tot. 7771-4. [C2077

**1952** Morris Minor convertible, 15,000 miles, immaculate throughout; £465.—Below.

**1954** Morris Minor 2-door de luxe saloon, works mileage; also 4-door saloon.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

**1954** Minor de luxe (grey) 2-door saloon, works mileage; £630.—Tel. Thanet 31441. [1806

**1950** Morris Minor tourer, maroon, 28,000 miles only, extras; £375.—East Horsley 2024. [2166

**1954** Morris Minor 4-door de luxe saloon, 2,000 miles; £595.—Mee Presteigne. Tel. 386. [2251

**1954** Morris Minor 4-door saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

**1951** Morris Minor saloon, genuine 15,000 miles, green, heater, loose covers; £465.—Campbell Symonds, Pennyale 4356. [C1037

**1954** (June) Morris Minor 2-door saloon, immaculate condition, one owner, 6,000 miles, taxed; £565.—Below.

**1954** (August) Morris Minor 4-door de luxe saloon, 1,600 miles only, taxed; £625.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

**1950** Morris Minor saloon, unmarked, guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kim. 8104. [C4053

**1953-4** Morris Minor convertible, 5,000 miles; £485; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

**1950** Morris Minor tourer, maroon, immaculate condition, superbly maintained, 20,000 miles; £395.—57, Middleham Rd., Edmonton, N.18. [2175

**1954** Morris Minor (October), 2-door saloon, delivery mileage; £562.—33, Gadsgreen Crescent, Dudley. Tel. 4730. [2058

**1952** Morris Minor s.v. 2-door, grey, 29,000, one owner, unmarked, offers over £490.—Mitchell, 2, Sandy Close, Hertford. [1930

**1954** Morris Minor 2-door saloon, green, 7,000 miles; £555.—Gamble, Alexandra Court Hotel, Liverpool, 17, Lark Lane 2896. [1792

**1950** (June) Minor, grey, 2-door saloon, heater and other extras, averages 43 mpg, excellent condition throughout; £440, o.n.o.—Upminster 705.

**1951** (October) Minor 2-door saloon, one owner, heater, immaculate; £460.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

**1952** (November) Minor convertible, green, beige interior, heater, etc., 12,000 miles, one owner since new; £495.—Robbins, East Putney. Tel. 7881.

HIGHEST performance plus economy from Morris Minors 75 mph, 45 mpg, 0-50 mph 18.6sec, £30 sv, £55 ohv fitted, demonstrations; send for data.

ALEXANDER ENGINEERING Co. Ltd., Haddenham, Bucks. Tel. 345. [C1094/1

**1953** (Nov.) Morris Minor convertible, ohv, £45 extras, immaculate; £510.—Forster, Brereton, Stockport Rd. Bredbury, Cheshire. Woodley 2046. [2092

**1954** Morris Minor 2-door de luxe saloon, black, 7,000 miles, excellent condition; £555.—Mr. J. P. Read, Eastbrook Hall, Dinas Powis, Glamorgan. [1998

## MORRIS MINOR

CAR MART, Ltd.

**1954** Morris Minor 2-door de luxe saloon, heater; £595.

**1954** Morris Minor 2-door saloon; £560.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

**1951** Morris Minor, stone grey, beige leather, one owner, and as new throughout, very little used, owing to continual illness of previous owner, spare unused, snip; £465.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923-4124. [C1075

**1949** Morris Minor, maroon, one owner, 11,000 miles, immaculate; £435.—Keiths Motor Company, Ltd., 141, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5100. [C2080

**445** gns.—Morris Minor, late 1952 tourer, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1954** Morris Minor 2-door de luxe saloon, heater, grey with red leather, mileage 3,000, as new, at list price.—Lyttleton Garage, Hampstead Garden Suburb. Speedwell 3500. [2326

**1951** (July) Morris Minor convertible, black with red interior, one owner car which has only done a genuine 10,000 miles since new, fully guaranteed.—Pointings, Ltd., 4, St. Anne's St., Leeds, 1. Tel. 20065. [2324

K. J. STAPLETON, Esq., 180, Priests Lane Shenfield, Essex.—Morris Minor 1949 silvertop, twin S.U.s and many other extras; £390's worth of immaculate, cared-for car.—Tel. Brentwood 2207 for details (private). [2296

PRIDE & CLARKE, Ltd.—1954 Morris Minor de luxe saloon, black/red, 3,000 miles, heater, one owner, £579; 1952 convertible, grey/red, 5,000 miles, one owner, £439; 1950, grey/beige, £359; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

## MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

**1947** Morris 8 Series E saloon, the most immaculate example seen for a long time, superb mechanical order, one owner only, 26,000 miles; a car for the enthusiast, taxed December, heated fitted; 559gns or £89/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Conterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

**1946** 2-door saloon, in beautiful condition; £325.

**1939** series E 2-door de luxe saloon, recellulosed, immaculate condition throughout; choice of 3; £265.

**1938** 2-door de luxe saloon, excellent condition; £190.

**1938** 4-seater tourer; £185.

**1937** 4-door de luxe saloon; £170.

**1937** 4-seater tourer; £165.

**1937** 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

**1947** 2-door de luxe saloon, black/brown leather, sliding roof, much above average condition; £345.—Robbins, East Putney. Tel. 7881. [C3010

HILLWOOD MOTORS.—Morris 8 1938 saloon, blue, blue interior, ideal family car, economical and roomy, good condition; £195.—Mill Hill (London) 4232. [2083

**1948** Morris 8 saloon, excellent condition throughout; £340; part exchange or easy H.P. terms.—Beardmore, 25, Queensway, W.2. Bayswater 0136.

HILLWOOD MOTORS.—Morris 8 Series E saloon, resprayed and reconditioned, a very smart and reliable car; £275.—Mill Hill (London) 4232. [2084

MORRIS 8 1939 saloon, in exceptionally nice condition throughout; £215; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [1547

HILLWOOD MOTORS.—Morris 8 1937 4-seater tourer, black, red interior, seat covers, new hood, recon. engine, wonderful value at £135.—Mill Hill (London) 4232. [2082

**1948** Morris 8 series E 4-door saloon, excellent condition throughout, many extras; £375.—Seen at Chilterns Beech Lane, Woodcote, Oxon. Checkendon 327. [2106

HILLINGDON MOTORS, Ltd., offer 3 much above average cars: 1946 2-door sun saloon, £325; 1939 sun saloon, £275; 1936 sun saloon, £175.—325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588.

**95** gns.—Morris 8, October 1938 de luxe saloon, black, sliding head, blue leather; choice of 6 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## MORRIS TEN

**1947** Morris 10, immaculate throughout; £315 o.n.o.—52, Margaret Rd., Headington, Oxford. [2179

**1939** Morris 10 saloon, one owner, outstanding condition; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

MORRIS 10 1939, immaculate; £250; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [1548

**£169**.—1938 Morris 10 2-door fixed head coupe, nice condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

**1947** Morris 10, immaculate; £345.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

**1947** 10hp Morris saloon, one owner, black with brown leather upholstery; £295.—Le Grice Elers, 207-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

**1947** Morris 10hp saloon, black/brown leather, outstanding condition throughout, exceptional offer; £335.—Coles Garages Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

**1947** Morris 10 saloon de luxe, black and brown leather upholstery, fitted heater, engine overhauled, tygan loose covers, taxed; £349, £80 deposit, balance 24 months.—MacLaren & Co., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [2260

### Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

## MORRIS FOURTEEN

**1937** Morris 14, mechanically sound, bodywork and battery good, heater; £115.—Tel. Acorn 5915. [2197

## MORRIS COWLEY

**1954** (October) Morris Cowley, 500 miles, list price, part exchanges welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

**1954** Morris Cowley saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

## MORRIS OXFORD

CAR MART, Ltd.

**1953** Morris Oxford saloon, radio, heater; £625.

**1953** Morris Oxford saloon; £615.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

H. BEART & Co., Ltd., offer:—

MORRIS Oxford saloon (June, 1952), genuine 11,000 miles and like new throughout; £585.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

SAUL & SLATTER, Ltd., offer:—

**1954** (March) Morris Oxford saloon, 1,900 miles only, birch grey, red upholstery; £685.

**44**—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

PHILIP RICKARDS, Ltd., offer:—

**1953** (July) Morris Oxford saloon, black, 8,500 miles, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

**1953** (October) Morris Oxford saloon, black, 2,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

**1952** Morris Oxford, 8,000 miles, beige; £565.

HAMILTON MOTORS (LONDON), Ltd., 466/490 Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

**1953** (May) Oxford, 16,000 miles, heater, grey, red leather; £630.—Below.

**1952** (June) Oxford, one owner, heater, grey, red leather, exceptionally good condition throughout; £595; written guarantee; H.P., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

OXFORD Series I 1952 saloon, green/green Vynide, heater, 17,000 miles; £565.—Below.

OXFORD Series I 1953 saloon, grey/red leather, heater, 10,600 miles, one owner; £625.—May, 5242. [C3030

**1953** Morris Oxford, fine condition, one owner, heater.—Lt. Col. Lloyd, Great Dixter, Northiam, Sussex. Northiam 3107. [2051

**1949** Oxford, 32,000 miles, immaculate; £415.—Elliott, Birling, Butts Lane, Willingdon, Eastbourne. [2210

**1951** Morris Oxford sal., equal to new, immaculate; £435.—Wadham Garages, Ltd., Weston-s.-Mare. Tel. 269. [2006

**£645** Sept. 1953 Morris Oxford saloon, faultlessly maintained and in immaculate order, nominal mileage.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1055

**1951** (September) Morris Oxford, colour blue, one owner, very good condition throughout; £485.—Haskins, Ladbroke 1155. [C3027

**1953** (October), one owner, guaranteed mileage 12,448, de luxe black saloon, quite spotless, red leather, spare unused, taxed; £595.—Speedsters Ltd., Horley (Surrey) 628 until 10 p.m. [C4020

**13000** miles; Morris Oxford, clarendon grey and red leather, heater, one very careful owner, immaculate condition; £625.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

**1953** Morris Oxford, finished black, fitted heater, one owner, low mileage, in virtually new condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

### Morris Oxford Cars Wanted

ALMOST new Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Morris Oxford Cars Wanted

25 Oxford saloons wanted; why accept less for your Morris Oxford saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

1950 1/2/3 Hirecar Limousines required. Cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### MORRIS SIX

1953 series Morris Six saloon, one owner, speedometer reads 6,000 miles only, this car is as brand new throughout; £650; written guarantee; H.P., exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

395gns.—Morris Six, 1950 saloon, black, maroon leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

### Morris Spares and Service

KINGSTON-ON-THAMES.—Morris agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [84055

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

### NASH

£450—1946 Nash Model 600 r.h.d. saloon, radio, heater, leather, unrepeatable bargain; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

### OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1938-9 Oldsmobile 26, l.h.d., coupe, radio, heater, guaranteed; £200; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1938 Oldsmobile d/h coupe with dickey, good runner, clean, bargain; £135.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1953 (November) Oldsmobile Rocket 88, Hydramatic, chauffeur kept, very low mileage, superb condition.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). One only, new 1954 Super 88 4-door saloon at list price, for delivery immediately after Motor Show. [0576/R

### Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

### OPEL

CADET 11.3 saloon, 1938, latest type radiator grille; £88.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [2017

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 93266/24944. [0526/R

95gns.—Opel Cadet, 1938, 12hp saloon, good condition, choice of 3 Opels; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Opel Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel stockists, quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S3068/R

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopics, etc.), crown wheel and pinion, £9/5; set loose covers, £5/15; mudguards, spares by return post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0240

### PACKARD

PACKARD, 1939, blk sln., 33hp, ex. cond., fitted radio and htr.; £275 o.n.o.—Arn. 7758. [2013

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD, 1935, saloon, very serviceable car; £75; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [2299

### Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

### Packard Spares and Service

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

### PEUGEOT

1954 203 saloon, 7,000 miles, as new; £875.—Mansfield Autos, Ltd., Euston 2587. [C3001

1954 Type 203 de luxe saloon, 700 miles, like new throughout, r.h.d., overdrive; £835.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1951 (actual Show stand model) Peugeot 203 saloon, right-hand drive, fitted radio and many extras inc. heater, wonderful performance on overdrive with economy, unrepeatable opportunity to acquire one of these scarce and desirable cars; £825; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [2305

### PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC, first registered October, 1952, de luxe 8-cylinder sedan, fitted radio, heater, nylon covers and all extras; £795.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 (Oct.) Pontiac Silver Streak 8-cyl. saloon, radio, heater, 34,000 miles, two owners; price £800.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600. Ext. 230. [2067

1950 (regd.) Pontiac 6-cyl 2-door saloon, two-tone blue, very attractive appearance, sound mechanical condition; £565; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

### Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

### Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

### PORSCHE

A.F.N., Ltd.,

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE Ltd., Ripley Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

### RACING CARS

500cc J.A.P. single-seater racing car, new tyres all round, complete with trailer ready for racing; £100 or near offer.—Tel. Stewart, Stockport 4470, Cheshire area. [2314

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

ACRES offer their 1952 Mark VI racing Cooper with double-knocker Norton engine, tuned by Lancefield. Full particulars from H. R. Povah, Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

### RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

### Railton Cars Wanted

REQUIRED, really good Railton.—Edwards, Amenbury Lane, Harpenden, Herts.—Harpenden 118. [W2000

### RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1939 Renault 8hp, in excellent condition; £150.—Haskins Ladbroke 1155. [C3027

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd. Surbiton. Elmbridge 1873, established 1909, offer:

1954 Fregate 2-litre, unregistered; offers.

1954 750 saloon de luxe, sun roof, demonstration; £550.

1954 750 saloon, special tuned engine, etc.; £550.

1938 17.9 saloon de luxe, 6-str.; £150. [C4070

FOR sale, 1939 Renault 8hp; £150, bargain.—Mr. F. Marchant, 23, Mile Oak Gdns., Portslade, Sussex. Tel. Hove 32512. [2209

1951 (April) Renault 750, grey, bristling with extras, excellent condition; £405.—Laburnum 5916. [2200

### RENAULT

1951 750 Renault, excellent condition, not used since resprayed light metallic green; £320.—Box 8941. [2088

1952 (June) Renault 8 saloon, model 750, grey, 16,000 miles only; £450.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 new, unused Renault Fregate 2-litre saloon at cost price; exchanges, terms.—Russells Garages, 260, Liverpool Rd., Southport, Lancs. Southport 68656. [2235

465gns.—Renault 750, late 1953 saloon, one owner, small mileage, exceptional, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 (January) Renault 750 saloon, finished bronze, fitted Derrington twin carburettor* with 4-branch exhaust system, Burgess silencer, double valve springs, Regency Tygan loose covers, oil pressure gauge, extra dash lamp, reversing light and screen-washers, Underseal, an enthusiast's car in specimen condition; £565.—H. E. Nunn & Co., Ltd., Main Ford Dealers, 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [2312

### Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbrige 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

### RILEY

GORDON & GLYNN.

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£425—1938 2-seater Sprite, superb condition, manual box, outstanding performance and excellent looks.

£255—1936 1½-litre Kestrel, a very clean example in excellent condition throughout.

£225—1937 9hp Monaco, a most attractive car now undergoing engine overhaul in our workshops, complete this week.

£195—1936 9hp Merlin, in similar order to the above and a most economical car.

£185—1934 9hp Kestrel, a little beauty in every respect, fitted manual 4-speed gear box, etc.

£165—A grand example of the 9hp Lincock fixed head coupe, a little beauty.

£165—1936 1½-litre Falcon in excellent condition throughout, extremely good value.

£165—1933 Lynx tourer, in excellent condition, extremely attractive car.

£65—1932 9hp Monaco, really reliable.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075

RILEY CARS offer:—

1955 1½ available from stock, choice of colour.

1954 Pathfinder, grey, maroon upholstery, H.M.V. radio, 6,000 miles; £1,225.

1954 Pathfinder, grey, maroon upholstery, 2,000 miles; £1,225.

55—56, Pall Mall, S.W.1. Trafalgar 7311. [2288

BOON & PORTER, Ltd.

1954 Riley 2½-litre Pathfinder, blue, 7,500 miles; unscratched; £1,375.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd., offer:—

1954 Riley 1½-litre saloon, grey, 4,000 miles only; £1,065.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

ROSE & YOUNG, Ltd., offer:—

1954 Riley Pathfinder, 2,000 miles only, fitted heater, absolutely as new, blue; £1,325.

1952 Riley 2½-litre saloon, low mileage, one lady owner since new, immaculate condition, black; £785. [C3057

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½-litre saloon, black, brown leather, superb condition; £695.

EASIEST of terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3002

1936 Riley 9 Merlin, very good runner; £125.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CLARKE & SIMPSON, Ltd., Riley Sales and Service.

1954 (July) Pathfinder, 2,000 miles, black, tan hide, absolutely unmarked; £1,295.

1952 (February) 2½-litre saloon, grey/red leather, one owner, 21,000 miles; £845.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 2½-litre Riley saloon, finished black, fawn leather, fitted heater, screen washers, excellent condition throughout; £695.—Maximum hire purchase terms available. [C1001

1955 Riley 1½-litre saloon, new, for immediate delivery; list price.

1953 Riley 1½-litre saloon, genuine 6,000 miles, heater, choice of 2 from £895.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

1954 (June) Pathfinder, black, red leather, one owner, genuine 5,000 miles, as new; £1,295.

1950 (Jan.) Riley 1½-litre saloon, black, beige leather, heater, perfect throughout; £645.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

1948 Riley 2½ saloon, excellent condition; also 1946 Riley 1½ saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

£295.—16/4 1940 Riley saloon, synchromesh.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1954 Riley Pathfinder, green with beige interior, radio, 3,000 miles, immaculate; £1,375.—Fattons (Southport), Ltd., Lord St., Southport 2268.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

1950 (May) 2½ Riley saloon, maroon, heater, one owner; exceptional, 20,000 miles; £675.—Temple Bar 3338

1948 2½-litre Riley 4-door black saloon, fitted with radio, whole car in superb condition; terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1957

1935 Riley Falcon saloon, sliding roof, well maintained; £125.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

RILEY 1½ Kestrel Sprite saloon, chassis no. SS26K4878, immaculate in every detail; £325.—Eve, 10, Market St., Maidenhead. Tel. 3561. [2219

1954 model Riley 1½-litre saloon, genuine 6,000, spotless, colour black/maroon; price £1,030.—Cavendish Motors, Ltd., Holywell St., Chesterfield. [2132

1947 Riley 2½-litre saloon, modified suspension, superb condition; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

1936 Riley 1½-litre Falcon saloon, engine resleeved, new mains, etc., brakes relined, taxed; £170.—E. S. 16, West St., Reigate, Surrey. Rei. 2089. [2215

£535!!!—1948 Riley 1½-litre saloon, most attractive condition, coachwork unblemished, smart leather interior and in first-class mechanical order throughout.

£685!!!—1950 Riley 2½-litre saloon, late registration, one owner and practically faultless in appearance and mechanical order, full history available, this is one of the very best that we have ever been able to offer.

£650!!!—1950 Riley 2½-litre Roadster, original metallic finish in attractive condition, good hood and tyres, reconditioned engine fitted approx. six months ago, manual gears, very fast and economical.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, open till 8 p.m. [C1055

£595.—1949 Sports saloon, black, green hide, maintained and serviced regardless of cost for company director, superb condition.—Robbins, East Putney. Tel. 7881. [C3010

180 miles only, 1954 1½-litre Riley saloon; £1,095.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1948 Riley 1½-litre saloon, radio, new tyres, excellent mechanical condition, smart appearance; £465; terms and exchanges.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 (Aug.) Riley 1½-litre saloon, black, immaculate condition, mechanically perfect, heater, taxed; £615.—Brown, 28, Leith Close, Kingsbury, N.W.9. Colindale 1939. Business, Euston 8738. [2277

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R

265 gns.—Riley 1937 1½-litre Lynx sports 4-seater, leather, preselector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£150.—Riley 1936 1½-litre Falcon, grey, green leather, interior renovated, preselector gear box, reconditioned, valves reground, fog lamp, twin horns, new tyres, stored 1939-1946, sound throughout.—Box 8939. [2086

£575!!!—Riley 1½-litre saloon de luxe, magnificently maintained, speedometer reading 18,000, whole vehicle absolutely outstanding, first registered January, 1949, but looks and runs as though it's only two years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1935 Riley Kestrel 1½-litre saloon, a really immaculate specimen, in excellent condition mechanically, and very well shod, no description can do justice to this magnificent little car; £225.—Underwood-Rusling (Sports Cars), Ltd., 28, Queensberry Rd., Kettering. Tel. 3351. [C4075

### Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines) [W4004

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 65—8236/7. [0094/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

C.N.K. MOTORS require clean, pre-war Rileys.—355, Finchley Rd., N.W.3. Hampstead 5712.

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

PERFORMANCE CARS urgently require Riley.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

### Riley Cars Wanted

XXX H. F. Edwards offer immediate cash for good Riley.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

### Riley Spares and Service

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 1436. [0209

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

A ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

REPAIRS! Overdrive gear boxes, dampers, gears; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

## ROLLS-ROYCE

JB

JACK BARCLAY, Ltd

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082

JACK

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith 1950 H. J. Mulliner touring saloon, midnight blue/blue hide, 35,000 miles; £3,950.

25/30 1939 4-door Barker saloon, green and black with brown leather; £800.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.,

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at

LEEDS, Bradford, Sheffield. [0905/R

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Silver Dawn fitted with automatic gearbox, Tudor grey with red hide; £4,350.

1950 Silver Wraith touring saloon by Freestone & Webb, black with beige hide; £3,950.

1939 Ph. III H. J. Mulliner Sedanca de Ville, black with blue hide and cloth upholstery, electric division, with many other fittings; £1,250.

1937 25/30 Park Ward four-light razor-edged saloon by Park Ward with division and sliding roof, black and grey with grey hide; £1,450.

1937 25/30 Gurney Nutting four-light saloon with division, black with brown hide; £875.

1936 Ph. III H. J. Mulliner razor-edged sports saloon with division and sliding roof, black with grey hide; £1,250.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [3032

P.B., Ltd., offer:—

1934 20/25 Rolls-Royce saloon by Thrupp & Maberly, recent chassis overhaul by makers.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

BOON & PORTER, Ltd

1938 25/30 H. J. Mulliner sedanca de ville, 7 seats, disappearing division; one owner, 64,000 miles; £1,250.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

RUSSELL MOTORS offer:—

1937 Rolls-Royce 25/30 sports saloon by Barker, genuine mileage 50,000, very large boot.

1940 Rolls-Royce Wraith Hooper, razor edge saloon, radio and heater, exceptional condition.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

EVANS & O'MALLEY offer:—

1935 Rolls-Royce 20/25 saloon by James Young finished grey and blue with grey hide upholstery, engine overhauled this year, as new throughout; £650.—Lowndes Square, Knightsbridge, S.W.1. Sloane 1353-1709. [1603

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather upholstery; £2,350.

MANN EGERTON & Co., Ltd.,

14, Berkley St., W.1. Hyde Park 2073.

VINTAGE AUTOS.—See our display advertisement on page 49 [C4079

## ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer—

LATE 1928 Windover 2-seater drop head coupé, beautiful condition throughout, black, red leather, new tyres, believed one owner since new, genuine bargain; £295.

25 hp shooting brake, most attractive body, virtually brand new, late 1935 chassis, fully equipped, heater, radio, loose covers, new tyres, rear wheel spats, cannot be faulted.

25 hp 1933 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

30 hp late 1936, fitted with beautiful basket work, sedanca body with carriage lamps by Windover, bills available for reconditioning, low mileage.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1938 (July delivery) Rolls-Royce Phantom III owner-driver sports saloon by Hooper, black with fawn leather interior, heater, cocktail cabinet, electric division, 2 spare wheels, 58,000 miles only, two titled owners from new; £985.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly saloon, in perfect condition, black with blue leather; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

1933 Rolls-Royce 20/25 limousine, face forward, fair condition; £295.—Below.

1933 Rolls-Royce 20/25 Hooper owner-driver saloon sun roof, enclosed boot, black, excellent condition; £495.—Below.

1935 Rolls-Royce 20/25 Mann Egerton owner-driver saloon, sun roof, enclosed boot, black, excellent condition; £635.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C1045

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Rolls-Royce Silver Dawn (automatic gear box) fitted very beautiful 4-door sal. body by James Young with electric division, this most unusual car has covered 2,900 miles only and is in new condition throughout, colour mid blue with grey hide upholstery.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HEARSES stocked; bearer or deck, variety from £1150; all enquiries. Below.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. [9687

MASCOT MOTORS, Ltd., specialists in new hearse bodies on reconditioned and guaranteed Rolls-Royce chassis.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007/1

1936 Rolls-Royce 20/25 sports saloon, moderate mileage, outstanding condition; £585.—Tel. Peterborough 5915 (evenings). [1775

1920 Rolls-Royce by Compton, replica; £240; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1937 30hp Windover foursome drop head coupe, grey, speedo 46,966 (reputed genuine); £1,000.—Campbell, Symonds, Wembley 6262. [C1037

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644.

SILVER DAWN saloon, two-tone grey, delivered November, 1953, as new throughout, just returned from makers after second service; £4,350.—Box 8971. [2160

1937 (first reg. Nov., 1936) Rolls-Royce chassis 25/30hp, excellent order, tyres nearly new; £475.—Southern Motor Co., Lowfield Heath, Crawley 437. [2073

ROLLS 20 saloon, GOK 52, particularly sound throughout, needs paint and polish only, handbook, offers, exchanges.—Yew Tree Garage, Woodyates, Salisbury. Handley 334. [2217

1936 Rolls-Royce, owner-driver, Thrupp & Maberly 25hp saloon, beautiful lines, exceptional condition; £795.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

ROLLS-ROYCE 1933 25hp, choice of 2 from £395; 1939 18hp Austin Ivor, £430; 1937 21hp Hillman, £150; hire purchase; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1939 Rolls-Royce Wraith semi razor-edged sports saloon, electric division, small mileage, Rolls history, completely overhauled, condition as new.—Box 0012. [2254

JAMES Young 20/25 Rolls-Royce 1935 saloon, complete chassis and engine overhaul by Rolls-Royce, Crewe; written guarantee; £755; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43344). [C4024/3

R. C. MORTLAKE offers: 1933 25hp Rolls-Royce owner-driver sports saloon, with boot by Windover, in exceptionally fine condition, £435; exchanges, terms.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

H. J. Mulliner 25/30 Rolls-Royce saloon, Sept., 1936, owner-driver saloon, no division, extremely well maintained; written guarantee; £895; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43344). [C4024/2

OWNER-DRIVER Series GUL, 30hp, winding partition Deluxe Hooper, 4-light Saloon, extending boot, black, excellent condition, reasonable mileage, carefully maintained, £695. Alpe & Saunders Ltd, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

ROLLS-ROYCE Silver Wraith, Sept., 1949, one owner touring saloon by Hooper, Ltd., exceptionally well maintained; written guarantee; £2,895; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43344). [C4024

1953 Rolls-Royce 20/25 owner-driver sports saloon with boot, by Freestone and Webb; ride control, completely overhauled at a cost of over £400 500 miles ago; finished black with green leather; beautiful condition throughout; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

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A & S Limousines, Selection 1936/37 partitioned swept tail 30hp Limousines, Hooper, Thrupp, Rippon, forward occasionals, excellent condition carriages, black, certified mechanically, from £695.

LIMOUSINE 1938/30hp partitioned Rippon, widest forward occasionals, exceptional order, black, certified mechanically. £1075. immaculate.

WRAITH 1939 partitioned Park Ward Limousine, widest occasionals, magnificent condition, immaculate, genuine low mileage, black, speedometer reading 30,000, excellent condition throughout, exceptional value.

ALPE & SAUNDERS, Ltd. (Seven passenger Rolls-Royce Specialists). Providence Court, North Audley Street, Mayfair-2941. [C1006

1938 Rolls-Royce Phantom III close-coupled semi-razor-edged, owner-driver saloon, magnificent condition, an unrepeatable low-mileage car.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036/1

1937 Rolls-Royce 25/30 H. J. Mulliner saloon with division and sedanca head, 59,000 miles, most beautifully maintained; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

DROP head 20/25 Rolls-Royce, 1934, extremely modern body by Ferendez and Darrin, attractive condition of this car almost unbelievable; written guarantee; £665; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43344). [C4024/4

695 gns.—Rolls-Royce, late 1935 20/25hp Barker owner-driver saloon, black, sliding head, fawn leather, heater, Ace discs, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

WRAITH: Rolls-Royce Wraith, first registered 1944, exceptionally attractive razor-edge saloon by Thrupp and Maberly, definitely outstanding condition; written guarantee; £1,575; exchanges.—Swanmore Garage, Ltd., Boscombe East, Bournemouth (Southbourne 43344). [C4024/1

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [0554

1938 Rolls-Royce 25/30 close-coupled sports saloon by Barker, black/blue hide, immaculate throughout, complete Rolls history available, a very beautiful semi-razor edge saloon that will appeal to the connoisseur; £1,050.—C.N.C.A., Ltd., Bartholomew St., Newbury 2003. [2050

## Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

WANTED, Rolls-Royce Phantom II limousine.—81, Alresford Rd., Winchester. [W1010

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19 Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

LIMOUSINES 25/30hp, good condition, with forward occasionals required. Details please. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. [W1006

WANTED, 1938/9 razor-edge Phantom III 7-seater, low mileage.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Boscombe East, Bournemouth. (Southbourne 43344 & 43345.) [W4024

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

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ASERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

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SPARES all models.—Tel. Flaxman 2223 (5 lines).

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CCOLBORNE GARAGE, Ltd., are pleased to announce that as in pre-war days they are once more specializing in the repair and overhaul of Rolls-Royce and Bentley cars; experienced mechanics and special tools available; cellulosing and panel beating executed on the premises.—Co'borne Garage, Ltd., Ripley, Surrey. Tel. Ripley 236I-2. [1073

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SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9 Tel. Cunningham 5036-7-8 [0614/R

## Rolls-Royce Spares and Service

JACK OLDING & Co (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

## ROVER 10

CAMDEN MOTORS offer a choice of four Rover 10 post-war saloons.

1947 Rover 10 4-door saloon de luxe with sunshine roof and excellent leather upholstery, very good coachwork (original dark blue), engine quiet but with lively and satisfying performance, good oil pressure, economical on petrol, the whole car in very good order throughout; £495.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, open till 8 p.m. [C1035

## ROVER 12

1939/40 Rover 12 sports saloon, blue, heater, taxed, excellent condition; £325.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

ROVER 1946 (Dec.) 12hp sports saloon, heater, reconditioned; £425.—Wooldridge, High St., Crewe 2380. [1971

1947 (October) Rover 12 sports saloon, black, as new; £500.—Bunting's Motor Exchange, Harrow. Tel. 6225-6.

1946 (Oct.) Rover 12 saloon, black, splendid condition, any trial; £365, exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [2313

EXCEPTIONAL 1938 Rover 12 saloon at a low price, one titled owner, reconditioned regardless of cost, recon. engine, new tyres, recellulosed; £285.—Penrose, 2, Beach Rd., Shoreham-by-Sea. Tel. 2210. [1773

ROVER 12 saloon, November 1946, black, brown leather, genuine 46,000 miles, in magnificent condition throughout, A.A. examination welcomed; £430; terms, exchanges.—Kiddeys Garage, Farberson Rd., Balham, S.W.12. Balham 2531. [2265

£365!!!—Rover 12 saloon de luxe, prototype of the post-war series, 1940 chassis and registration, a very good example of this late pre-war quality car, moderate total mileage and ready to give a lasting period of service, recommended and guaranteed in writing.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue, open till 8 p.m. [C1035

## ROVER 14

1936 Rover 14 sports saloon, excellent condition, respayed, engine overhauled; £130.—Primrose 6428. [2176

1940 Rover 14 saloon, respayed, in postwar condition and a really beautiful chassis; £350.—Euston 6658. [2264

1938 Rover 14 saloon, black, good runner; £195.—Silverthorne Motors, Ltd., 1, Fitzroy Sq., W.1. Euston 7811. [C4011

1947 Rover 14 sports saloon, very clean and sound car; £475.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

1940 Rover 14, engine reconditioned, now being completely recellulosed; £325; guaranteed.—Kirkdale Cars, Cobbs Corner, Syndenham, S.E.26. Sydenham 6129. [C2048

A.Z. MOTORS offer for any examination immaculate 1939 Rover 14 sports 4-light saloon, fitted 5 new tyres, perfect chassis; £295!! Also 1937 16 saloon, new tyres in original condition; £150!!—100, Primrose Rd., N.W.6. Mai. 4723. Open all day Saturday.

ROVER 14 first registered 9/5/47, finished in blue with blue hide upholstery, one owner throughout, complete mechanical overhaul just finished, a delightful example of a popular model; £565.—H. E. Nunn & Co., Ltd., Main Ford Dealers, 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [2312

## ROVER 16

1947 Rover 16 saloon, black, radio, heater; £550.—Odeon Motors, Ltd., Barnet 1144. [C3028

1947 16hp Rover saloon, finished in black with fawn interior, genuine 34,000 mileage, in excellent condition, subject to any trial or examination; £475.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [2138

1946 (September) Rover 16 saloon, black, brown leather, sunroof, very carefully looked after, fully equipped, will satisfy the most exacting inspection; £485; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1939 16hp Rover Tickford drophead coupe, blue with blue leather upholstery, reconditioned in 1951 at cost of nearly £500; £275.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

## ROVER 20

245 gns.—Rover 20, 1938 4-door sports saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

## ROVER (60, 75 and 90)

BOON & PORTER, Ltd.

1950 saloon in black, radio, heater, chauffeur-driven for its only owner; 50,000 miles; £605.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

H. BEART & Co., Ltd., offer:—

1954 model Rover 75 saloon (first registered September, 1953), black/red upholstery, central gear change, fitted radio and loose seat covers, this car has covered only 7 000 miles and is like brand new throughout; excellent value at £1,125.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

ROSE & YOUNG, Ltd., offer:—

1954 Rover 90 saloon, low mileage, fitted loose covers and spot lamp, immaculate condition, 2-colour grey; £1,165.

1950 Rover 75 P.4 saloon, 19,000 miles only, one owner since new, immaculate condition, blue; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

## ROVER (60, 75 and 90)

PHILIP RICKARDS, Ltd., offer:—

1954 (March) Rover 90 saloon, green/radio/covers, 9,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WANSTEAD MOTORS, Ltd., offer:—

1951 Rover 75, green, heater, immaculate condition; £765.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

1954 Rover 90 saloon, black; £1,225

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1928

1954 Rover 75, 8,000 miles, as new; £1,095.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1949 Rover 75 sports saloon, black/grey, radio/heater, excellent condition; £595.—Below.

1951 Rover 75 saloon, sage green/green, radio/heater; £895.—Below.

1954 Rover 90 saloon, black/red, works mileage, unregistered.—Dunham & Haines, Luton 2100. [C1079

1954 (March) Rover 60 green saloon, 1,400 miles.—Westbourne 64842. [C4023

1953 Rover 75 saloon, genuine 9,000 miles, one owner, guaranteed, choice of two from £985.

RIPCO, Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

1948 Rover 75 sports saloon; £595; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1953 Rover 75 saloon, 1954 series, black, green leather interior, equipped with radio and extras; £1,125.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [C3082

1949 Rover 75, immaculate; £630.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1951 Rover 75 P4, green, one owner, excellent condition, carpets and leather as new, tyres good, any trial; £775.—Sandiacre 3303. [2221

1952 Rover 75 saloon, green/green leather, 19,000 miles only; £875; exchanges.—Welwyn Service Depot, Ltd., Hatfield 2178. [2293

ROVER 75 saloon (June 1952), lakeside green, radio, mileage 31,000; £835.—Intake Service Station, Ltd., Sheffield, 12. Tel. 37283. [2187

NEW CROSS CAR MART, Ltd., offer 1948 Rover P3 60 saloon, new engine and suspension fitted by Rovers 12 months ago; £565.—Tideway 2908. [1949

1954 Rover 90, grey/blue upholstery, new and unregistered, list price.—Campbell Symonds, Wembley 6262. [C1037

1951 Rover 75 P4 saloon, black with grey leather, H.M.V. radio, heater, low mileage, one owner, superb condition; £825.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1086

1953 Rover 75, black with red upholstery, 10,000 miles, completely unmarked, one owner; £1,100 or near offer.—Cambridge 54931 after 7 p.m.

1949 Rover 75 saloon, grey, Tartan covers, new tyres; £610.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1948 Rover 75 saloon, one owner, immaculate condition; £595; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 (August) Rover 60 saloon, in dual green, showroom condition, first 1,500 miles free service, just completed; £1,150.—Ruggs, Ltd., Station Garage, Lewes. Tel. 147 Lewes. [2130

1954 Rover 90, duo grey, red leather, heater, screenwashers, 12,000 miles, one owner, taxed; £1,175; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [2150

1949 Rover 60 model saloon, black, grey leather, immaculate condition, radio, heater, link mats, one owner; £575, exchange terms.—Reading 71757. [2186

£595!!! Rover 60 1948 model de luxe saloon, beautiful bodywork, small mileage, only two owners since new; 3 months' guarantee; hire purchase, exchanges

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. [C2052

1954 Rover P4 60, grey/blue leather, radio and heater, faultless condition, one owner; £1,065.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [C1059

545 gns.—Rover 75, 1948 saloon, sliding head, leather, l.f.s., carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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OFFERED by:—

EVANS (WIMBLEDON), Ltd., a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd. Wimbledon 0163/4. [0195/R

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1954 Land-Rover, 9,000 miles, one owner, immaculate condition; £595.

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1953 Land-Rover, one owner, low mileage, in first-class condition throughout; £445.—Pantiles Service Garage, London Rd., Guildford 5326. [C3055

1950 (March) Land-Rover, taxed, private, used on road only, moderate mileage, exceptionally good condition; £250.

RICHARD TAYLOR (GARAGES), Ltd., The Rover Specialists, Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. [2253

1951 Land-Rover, green, one owner; used only on public roads; £395.—Hale Motors, Ltd., Tel. 7771/4. [C2077

1954 (July) Land-Rover, 6,000 road miles only, perfect; £525.—Goldup, 155, Chyngton Lane, Seaford, Sussex. [2104

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAND-ROVER

**G & M** ALFREDS (1936), Ltd.—1953 Land-Rover, privately used, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

**1950** Land-Rover, excellent condition, 20,000 miles, complete engine, body overhaul this month; £310 for quick sale.—4, Milton Rd., Harpenden. [1797

**1951** Land-Rover, 44,000 miles, excellent condition, regularly serviced, one owner; £340, offers.—Church Hill Farm, Cudham, Sevenoaks, Kent. Biggin Hill 037. [1822

**1952** Land-Rover, one owner, used only on road, 4 new tyres, has been fully maintained and serviced since new, taxed; £450.—Madge's Garage, Bideford, N. Devon. Tel. 120. [2214

**1951** Land-Rover, condition and performance well above average; £325; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., (The Land-Rover specialists) wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

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HENLYS, Ltd.,

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NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

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COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROVER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ROVER wanted, post-war, saloon, coupe or tourer.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

BIRMINGHAM.—Post-war Rovers wanted, distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2437. [0214/R

**XXX** H. F. Edwards offer immediate cash for good Rover.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom Surrey, Epsom 3901. [0567/R

GORDON & GLYNN, 189/195, Pavilion Rd., S.W.1, urgently require '38/'49 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8326/4326. [W2075

### Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

## SIMCA

BRADSTOCK MOTORS, Ltd., offer:—

SIMCA Aronde, grey, loose covers, 4,000 miles only, one owner, H.M.V. Radiomobile, heater; offered at £200 under list price.—Chase Rd., Epsom 5696-7. [C1090

CLARKE'S OF PIRBRIGHT, Simca distributors, offer:—

**1954** (July) Simca Aronde, 4,000 miles only; £745. Brookwood 2201. [C1049

ANTHONY CROOK, Simca distributors, new and used models.—Caterham Hill, Surrey. Tel. 2232. [C1063

## SIMCA

**1953** Aronde, 12,000 miles, as new; £675; 3 months' guarantee.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

**1954** Simca Aronde, 2,600 miles, grey, taxed as "new"; £829; terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [8601

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel Perivale 5651. [0395/R

## SINGER

SLOCOMBES, Ltd.

SINGER roadster, 1951, radio and well maintained; £395; terms, guarantee, part exchanges.—38-52 Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

SINGER 10 1948, maroon, ex. cond.; £300; A.A. insp. invited.—Hen. 2121. [2174

**1950** Singer S.M.1500 saloon, green leather upholstery, equipped with radio; £475.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [C3082

G. E. LAWRENCE (MOTORS), Ltd., Singer Distributors, New St., Aylesbury. Tel. 368, offer:—

**1950** model S.M. 1500 saloon, beige with leather upholstery, very nice condition, carefully used, recorded mileage 31,000-odd; £436. [2146

**1947** Singer Super 10, black with brown leather upholstery, fitted radio and in immaculate condition; £295.

**1951** Singer S.M., blue with champagne seating and maroon carpets, fitted heater, showroom condition; £475.—Sefton Garage, Sefton Rd., New Ferry, Wirral. Rock Ferry 1322. [2323

**1951** Singer S.M.1500, as new; £495.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

**10** hp Singer, 1948, saloon, reconditioned engine, excellent condition throughout; £280.—Anderson Garages, 120, Leigham Court Rd., Streatham. Str. 4829. [2031

**£295**!!!—Magnificent 1947 Singer 10 de luxe saloon, leather, excellent, whole chassis 100%, vehicle outstanding; bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**1936** Singer 9hp 4-door saloon de luxe, overhauled steering and clutch, good engine, tyres, battery, etc., any trial; £79 or £40 deposit, balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106; many others.

### Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

REQUIRED, really good Singer 1500.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Singer Spares and Service

THE Singer Agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier stockists.—Culthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

## SPORTS CARS

## HRG

**1949** black 1500cc car, genuine mileage, works maintained, full history and details of overhaul, latest type gear box, brakes, oil filter and racing sump, manual ignition, never used in competition, only for touring; a very smart and enviable car; £435; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1086

B. & G. MOTORS offer:—

**£155**—Singer 9 Le Mans Special supercharged 2-seater, 1937, taxed, red, Centric blower, slab tank, fold flat screen, etc.

**£149**—Riley 9 special open ultra sporting 4-seater, fitted slab tank, fold flat screen, quick filler caps, upswept scuttles, new hood all-over tonneau cover, Scintilla Vertex, twin carbs., etc.

**£127**—M.G. 12hp open sports 4-seater, blue and chromium, extra large chromium headlamps, good hood and screens, very smart.

**£115**—Singer 9 Le Mans type open 4-seater in cream and green, new hood and tonneau cover, twin carbs., fold flat screen, etc.

**£110**—M.G. 12hp open sports 4-seater, immaculate red cellulose, excellent hood, really pretty car.

**£110**—B.S.A. 10 1937 open sports 4-seater, positively immaculate red cellulose, very well cared for car.

**£105**—Standard 9 1936 special open sports 4-seater in spotless British racing green, looks post-war.

**£60**—M.G. 8hp open sports 2-seater, red, taxed, goes well; another in green at only £69.

**£69**—Hillman 10 open sports 4-seater, fold flat screen, etc., goes like a bomb.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

WARWICK WRIGHT, Ltd., offer:—

**1954** Sunbeam Alpine special Roadster, fitted with overdrive, Alpine Mist, 9,000 miles; £1,000.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PERFORMANCE CARS, the Sports Car People. Great West Rd., Brentford, Middlesex. Tel. Ealing 8841. (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee; immediate h.p. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

FOR this week's selection see display advert. on page 49. [C3041

## SPORTS CARS

BERT MASON SPORTS CARS

**£125**.—Alvis 12/50 super sports special 2-seater, recently completely rebuilt and therefore in very excellent fettle; £175, Lagonda 4½-litre Rapide saloon, this car is really beautiful in duo grey, excellent mechanical condition, green hide interior; £175, Frazer Nash-B.M.W. type 319 sports coupe, absolutely unmarked, in cream and black, exceptional mechanical condition, very fast indeed, 30mpg; £185, M.G. 2-litre sports saloon, 1938, quite immaculate, many extras, excellent mechanical condition; £75, Rover 14 sports 4-seater, a very attractive car in every respect, very nice mechanically, many extras including Ace discs, etc.; £185, B.S.A. Scout 1939 2-seater sports, in quite exceptional order; £75, Riley 1,100cc special sports 2-seater, we invite Riley enthusiasts to don their duffle coats, corduroy caps and yellow scarves, not forgetting the curly pipe with a pinch of tobacco, to come along and prod or otherwise inspect this exciting machine prior to passing us the requisite amount of money for it, we are expecting another Riley—Monaco 9 saloon—regarding which we repeat the above invitation; Offers! Lagonda 16hp Weyman sports saloon, very reliable mechanically, sound coachwork but could do with a clean and polish (and then some), one for ultra-enthusiasts, welcome enthusiasts, all come along and place your bids; £65, Wolseley 25 saloon, very good mechanically, sound coachwork, well worth the money if only to impress the neighbours.

THE above represents only a small selection of our stock; our hire-purchase terms are made especially to suit you; h.p. on all vehicles.—Best Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814.

ROWLAND SMITH'S for sports cars.

**795** gns.—Jaguar XK120, 1951 2-seater, British racing green, high lift camshafts, competition clutch, one owner.

**395** gns.—Frazer Nash-B.M.W., 1938 326/80 special coupe, high compression engine, 3.7 axle.

**395** gns.—Sunbeam-Talbot 10, October 1946 sports 4-seater, good tyres.

**375** gns.—Allard, 1948 4-seater, Edelbrock heads, twin Zeniths, cowled intake, 3.5 axle ratio.

**345** gns. Morgan 4/4, 1948 special sports 2-seater, concealed hood.

**265** gns.—Riley, 1937 1½-litre Lynx sports 4-seater.

**195** gns.—Citroen Light 15 1938 sports roadster, good tyres.

**165** gns.—Austin 7, 1935 Nippy sports 2-seater, red, red leather.

**145** gns.—Lagonda, 1934 4½-litre sports saloon, P100 head lamps.

**125** gns.—M.G. Midget, 1933 8hp J2 2-seater, black, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BENTLEY 4½-litre tourer, 1929, re-registered 1950, excellent condition; best offer secures.—Box 8885. [2001

VINTAGE AUTOS.—See our displayed advertisement on page 49. [C4079

CHILTERN CARS.—See our advertisement under "M.G.," "Utility Cars," and "Jaguar Cars Wanted." [C1043

**XIX** 34 Bentley 3½ Mulliner sportsman saloon, excellent history and in original condition; £390; £80 deposit!

**XIX** 36 Alfa-Romeo 1,750 c.c. 12 mill. series Farina saloon, in fine condition; £190; £40 deposit!

**XIX** 35 Citroen S.M.15, f.w.d., one owner and 20,000 miles; £145, £30 deposit!

**XIX** 34 Alvis Firefly 12hp drop head, very carefully maintained; £150; £30 deposit!

**XIX** 33 Lancia Astura 2½-litre saloon, late titled owner, Lancia maintained; £145; £30!

INSURANCE by instalments, and exchanges.—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molsey 4614. [C4069

CHIPSTEAD MOTORS, Ltd.—Specialists in high-grade sports and racing cars.—See under Alfa-Romeo, Alvis, Aston Martin, Jaguar, Lagonda, M.G. and Rolls-Royce columns; allow us to quote for your present car. [C1046

JOHNSON & BROWN offer 1933 Frazer Nash T.T. Rep., £175; Aston Martin Le Mans 4-seater 2-litre engine, £350; 1924 Targa Florio 2-seater, £275; coupe, £450; 1949 Allard 2-seater, £375.—Ringers Rd., Bromley. Ravensbourne 2322. [C2073

M.G. 1938 model 2-litre D.H. coupe, £125; 1939 Ford V.8 91A D.H. coupe, £195; 1937 Brough Superior 21hp D.H. coupe, £195; Alvis Speed 20 saloon, £165; S.S. 2½-litre Alpine 4-seater sports, £225; 1931 Bentley 4½ D.H. coupe, £250; 1947 Chevrolet Fleetmaster, 48,000 miles, L.H.D. saloon, £395; Standard 10 Special, £85; 1938 Triumph Roadster 14, D.H. coupe, £250.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Tel. Hampstead 3430. [2245

### Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JOHNSON & BROWN, require clean sports cars.—Ringers Rd., Bromley. Ravensbourne 2322. [W2073

PERFORMANCE CARS.—S.O.S.! Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841.

CHILTERN CARS require all types of sports cars in above average condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1043

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014

### Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

## STANDARD 8

CAR MART, Ltd.

**1954** Standard 8hp saloon; £460.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 8

SLOCOMBES, Ltd.

STANDARD 8 tourer, 1948, new hood, etc.; £310; terms, guarantee, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

OVERSEAS CARS, Ltd., offer:—

1954 Standard 8 saloon, grey, fitted heater and other extras, 4,200 miles only, perfect; £515. For other Overseas Cars bargains see page 53.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1954 Standard 8; £465.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1948 Standard 8, black, sunshine roof saloon; £260.—Hatch End 1298. [2227

1954 (June) Standard saloon, grey, low mileage, one owner; £475.—Dobsons, Ltd., Staines 801. [C1074

1948 Standard 8 sln., exceptional; £310.—Smith & Eunter, 376, Kensington High St., W.14. Western 2512.

STANDARD 8 de luxe, 1954 (July), 3,000 miles, cost £561; price £500.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, Ext. 230.

£295!!! 1947 Standard 8 de luxe saloon, spotless vehicle, speedometer reads 22,000, genuine bargain; choice of 2; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Standard 8hp saloon, finished in grey with blue upholstery, one owner and in perfect condition, engine decarbonized, brakes relined, unrepeatable bargain; £295.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [2139

1939 Standard 8 2-door saloon, black, recond. engine, good condition throughout, guaranteed; £185.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£185.—1939 Standard 8 foursome drop head coupe, excellent condition; bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1300 miles only, 1954 Standard 8 saloon, many extras; £475.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 (April) Standard 8 4-door, green, heater, loose covers, overriders, chrome grille, undersealed, flashing trafficators, wheel trims, taxed; £495.—Lovell's Garage, Westgate, Peterborough. Tel. 2001. [2048

145gns.—Standard 8, 1939 saloon, good tyres, taxed, choice of 3 Standard 8s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, grey, green or black, choice of several with mileages 3,000 to 5,000 from £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

## STANDARD 9

1939 Standard 9 saloon, excellent, guaranteed; £150; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

## STANDARD 10

1954 Standard 10 4-door saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

## STANDARD 12

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 12 convertible coupe, black, green upholstery; £395.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1946 Standard 12 saloon, black, reconditioned engine, excellent throughout; £300 or offer.—13, Larcombe Ave., Upton, Wirral, Cheshire. [2095

STANDARD 12 drop head coupe 1946, excellent condition; £285; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563 [2123

175gns.—Standard 12, 1939 de luxe saloon, sliding head, leather, IFS; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

## STANDARD 14

AUTOMOBILIA, Ltd., offer:—

1948 (July) Standard 14 foursome convertible coupe, black, beige leather, excellent condition; £325.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £350.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1948 14hp Standard saloon, black with blue leather upholstery; £335.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

THIS 1938 Standard 14 maroon saloon with its modern look puts most post-war models to shame for general condition, performance and durability, one private owner, low mileage, taxed; £265, open to A.A. or R.A.C. examination; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

## STANDARD VANGUARD

CAR MART, Ltd.

1952 Standard Vanguard saloon; £550.

1950-1 Standard Vanguard saloon, radio, heater; £495.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

B. J. HUNTER, Ltd., offer:—

1953 Vanguard saloon, one most careful owner; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

## STANDARD VANGUARD

KJ MOTORS, Ltd., offer:—

1953 Vanguard Phase I, blue, leather, heater, one owner; £575.

1951 Vanguard, black, leather, heater, fog lamp, one owner; £495.

1949 Vanguard, black, radio, heater, excellent condition; £425.

BROMLEY. Ravensbourne 3456. [2267

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard estate, silver grey, red leather, one titled owner, excellent condition; £575.

1951 (Nov.) Standard Vanguard 4-door de luxe saloon, grey, red leather, heater, fog lamps, low mileage, exceptional cond.; £535.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

H. A. SAUNDERS, Ltd., offer:—

1952 Standard Vanguard estate car, blue, blue leather upholstery, radio, heater, recorded mileage 20,150; £695.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHARLES RICKARDS, Ltd., offer:—

1954 (Feb.) Standard Vanguard, Phase II, grey with red upholstery, heater, double electric overdrive, one owner, in faultless condition throughout, taxed, offered at the very competitive price of £695.

56 Bayswater Rd., W.2 (nex door Lancaster Gate Tube Stn., 3 mins from Marble Arch). Pad. 1820. [C3050

1953 Standard Vanguard, 6,000 miles; £635.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054

ACRES offer 1953 Standard Vanguard, grey, heater; £695.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

5000 miles only, 1953 Standard Vanguard saloon, black, one owner; £625.

RIPCO, Ltd. (Vanguards purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 Standard Vanguard estate, small mileage; £795.

1952 Standard Vanguard estate, similar condition; £750.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1952 Standard Vanguard saloon, black, heater, one owner; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1949 50 Standard Vanguard saloon, finished grey, excellent condition throughout; £385; maximum hire purchase terms available. [C1001

STANDARD Vanguard (1952), 20,000 miles, one owner, excellent condition; £525.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)

STANDARD Vanguard Phase II 1954 saloon, blue/blue, 5,000 miles, one owner; £750.—May, 5242. [C3030

1951 Standard Vanguard Estate Car, 4-door, green, very good condition; £575.—Below.

1952 Standard Vanguard saloon, radio, heater, low mileage; £565.—Hale Motors, Ltd. Tot. 7771/4.

£495!!! Nov., 1951 Standard Vanguard saloon, in leather and with built-in heater, carefully used vehicle in extremely good order.

4 other Vanguard saloons and 7 Vanguard estate cars.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

£375.—Standard Vanguard saloon, 1949, fitted heater and radio and regularly maintained.—Below.

£650.—Standard Vanguard Estate Car, 1952, one owner, fitted heater, in splendid condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1953 Vanguard saloon, one owner, leather; £595; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley 0052-53-54, anytime. [C4065

1949 Standard Vanguard saloon, black with brown leather upholstery, heater, exceptionally good order, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

525gns.—Standard Vanguard, 1953 saloon, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below:—

395gns.—Standard Vanguard, late 1950 saloon, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Vanguard, one owner, respryaed, rechromed, fitted heater, spotless interior; £485.—Uxbridge 5022. [2063

1953 (May) Phase II Vanguard saloon, black, red interior, radio, heater, low mileage, one owner; £695.—Below.

1953 Standard Vanguard saloon, one owner, dark green, low mileage, spotless; £595.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [2269

1952 Vanguard saloon, blue, heater, one lady owner, beautiful condition; £525.—Bexhill Motor Co., Ltd., London Rd, Bexhill 2000. [1380

G & M ALFREDS (1936), Ltd.—1953 Standard Vanguard, heater, radio indistinguishable from new.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 50 Vanguard l.h.d. saloon, like new, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1951 (November) Standard Vanguard, black, heater, 26,000 miles; £465.—Vandervells, Ltd., 215 Haverstock Hill, N.W.3. Primrose 4441.

£700!!!—1954 (May) Standard Vanguard, Phase II, blue/red, heater, 5,000 miles.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, Ext. 230. [2064

1950 (late) Vanguard, maroon, leather, heater, loose covers, taxed, excellent condition; £375.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

## STANDARD VANGUARD

1949 (Dec., '48) Standard Vanguard saloon, grey, heater, recent overhaul.—Uxbridge 6582.

1952 Vanguard, fitted overdrive, radio, heater, excellent condition, one owner; £550!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

1953 Vanguard Phase II, dual colour, blue and grey, radio, heater, overdrive, leather, one owner, low mileage; £725.—L. F. Dove, Ltd., 69, Broadway, Wimbledon S.W.19. Liberty 3456. [C1077

1952 Standard Vanguard saloon, comet blue, red leather, one owner, taxed; 3 months' guarantee; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953 (October) Vanguard, pale green and black, Phase II, 9,000 miles, regularly serviced, one careful owner, taxed and insured, Tygan covers, smart car in perfect condition; £695.—Radford, Denmead, Portsmouth [2228

1953 (July) Standard Vanguard Phase II, grey, heater, radio, and many useful extras, one owner, superb condition in every detail; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

VANGUARD, grey, red leather, June, 1952, 18,500 regularly monthly serviced, overdrive, radio heater, link mats, Trico washer, fog lamp, loose covers, immaculate; A.A. inspection invited; £600 or near offer.—Director, Tibber, Ltd., 115, Chatham St., Reading. Tel. 5062. [2199

1952 (Oct.) Standard Vanguard estate car, many special fittings including sliding roof, double overdrive, heater, long range and foglamps, Woodhead spring controller, special throttle control, link mats with rubber underlay loose covers, 25,000 miles, most carefully maintained and regularly serviced, records kept, driven solely by owner, everything in perfect condition, to-day's cost would far exceed £1,000 as fitted; a real bargain at £735 for anyone requiring this type of car.—Eastbourne Motors, 61, Seaside Rd., Eastbourne. Tel. 4472 [2229

### Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

GOOD Vanguard urgently wanted, 1950/51 preferred. Traynor Motors of East Ham, Grangewood 2530 and 5834. [W4032

25 Vanguard wanted; why accept less for your Standard Vanguard saloon or estate car 1949/1951 when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

## STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Croydon 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

### Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX H. F. Edwards offer immediate cash for good Standard.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

### Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.—WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [0286/R

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 6391. [4251

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley N.3. Finchley 5908/9. [0002/R

## STUDEBAKER

TOM GARNER, Ltd., offer:—

1953/4 Studebaker V.8 Land Cruiser de luxe sedan (r.h.d.), grey, 8,000 miles only; £2,075.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion 4-door saloon, one owner, 10,000 miles, literally unmarked.

1951 Studebaker Commander convertible, V8 engine, Hydramatic drive, fitted with power operated top, whitewall tyres and all extras.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

1940 Studebaker 22hp, immaculate car; £320. 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

1952 Studebaker 4-door saloon, grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

## SUNBEAM ALPINE

1954 (March) Sunbeam Alpine 2-seater coupe, Coronation red, one owner, as new; £935.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM ALPINE

GEORGE HARTWELL, Ltd.

SUNBEAM Alpine, 1953 (October), duo-tone cherry red/ivory, special fixed head coupe, with Ghia tuned engine, 6,000 miles only, a unique and most attractive car; £995.

CONFIDENTIAL hire purchase; part exchanges.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4151. [C2079

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine sports 2-seater, sapphire blue, 4,000 miles only; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS Ltd., of Worcester.

1953 Sunbeam-Talbot Alpine Roadster, red with beige leather, 12,000 miles only, immaculate; £825.

AUSTIN House, Worcester. Tel. 2368. [C4005

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine special Roadster, fitted with overdrive. Alpine mist, 9,000 miles; £1,000.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1954 Alpine, heater, Whitewall tyres, one owner, 9,000 miles; £865.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

1954 Sunbeam Alpine Roadster, finished midnight blue and light metallic grey with French grey upholstery, 15,000 miles, radio, heater, fog lamps, a very attractive car; £985.—Castle's, Church Gate, Leicester. Tel. 65251. [1100

1954 (May) Sunbeam Alpine, finished Coronation red with cream upholstery, under 6,000 miles, a virtually new car throughout; £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

## SUNBEAM-TALBOT

DICKS.

1939 Sunbeam-Talbot 10hp saloon, full de luxe model; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888/9. [C1072

CAR MART, Ltd.

1951-2 Sunbeam-Talbot 90 coupe, heater; £650.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

RUFFELL'S MOTORS.

THE Sunbeam-Talbot Specialists, offer:—

1950 Sunbeam-Talbot 80 saloon, black, red upholstery, unmarked, perfect condition throughout.

1949 Sunbeam-Talbot 90 saloon, claret, grey upholstery, very attractive car; £525.

1948 Sunbeam-Talbot 10hp sal., black, reconditioned engine, one owner, fitted heater; £395.

185, High St., Wealdstone. Harrow 6421. [2109

BOON & PORTER, Ltd.

1951 90 Mark II saloon, H.M.V. radio, heater, chauffeur driven, one owner, mileage 18,000, excellent condition; £715.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

GEORGE HARTWELL, Ltd.

SUNBEAM-TALBOT 1953 90 Mark IIa special Hartwell 2-seater drop head coupe, fitted with ohv 2½-litre tuned engine, 4.22 axle ratio, the most attractive and fastest of its type in existence, negligible mileage, finished coronation red with red interior; £995.

SUNBEAM-TALBOT 1952 90 Mark II convertible, gun-grey, radio and heater, fog lamp; £735.

SUNBEAM-TALBOT 1951 90 Mark II convertible, satin bronze/red, fitted heater, immaculate throughout; £695.

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4151. [C2079

R. F. FUGGLE, Ltd., offer:—

1951 Mark II Sunbeam-Talbot 90 saloon, supplied and maintained by us since new, genuine mileage 20,600; £745.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, bronze, heater, 9,000 miles only; £795.

1954 Sunbeam-Talbot 90 Mark IIA saloon, black, 2,500 miles only; £1,025.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1061

CHIPSTEAD MOTORS, Ltd., offer:—

!!!—1954 late sports saloon, 5,500 miles, undersealed, *** washers, radio, heater, latest type steering, etc., magnificent condition, indistinguishable from new; £975.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Sunbeam-Talbot 90 Mark IIa saloon, gun grey, radio and heater, 8,000 miles; £945.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1939 Sunbeam-Talbot 10 saloon; first offer of £250 secures.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1947 Sunbeam-Talbot 10hp; £370.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

## SUNBEAM-TALBOT

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ACRES offer 1952 (September) Sunbeam-Talbot 90 saloon, green, one owner, radio and heater, exceptional; £775.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots

A SELECTION from our stock:—

ONE only brand new Sunbeam-Talbot 90 Mark IIa convertible coupe, finished in Alpine mist with red leather interior; offered at £160 less than cost price, £1,050

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

SUNBEAM-TALBOT 90 Mark II 1952 saloon, green/beige, 39,000 miles, one owner; £675.—May, 5242. [C3050

1949 Sunbeam-Talbot, black, brown upholstery, mechanically sound, body in good condition; £485.

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2052

1950 model Sunbeam-Talbot, grey with grey leather, heater; £540 or offer.—Arnold, 118, Langley Rd., Slough. [2181

1950 (November) Sunbeam-Talbot 90 drop head foursome, heater; £565; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

ARCHIE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot Mark II saloon, black/fawn leather, fitted heater, excellent condition; £735.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

JACK ROSE, Ltd., offer 1950 (August) Sunbeam-Talbot 80 convertible with radio, almost unmarked, any examination; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1949 Sunbeam-Talbot 80 saloon, grey with grey upholstery, very carefully maintained, taxed; £485.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [C1076

225 gns.—Sunbeam-Talbot 10, 1940 sports saloon, sliding head, leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Sunbeam-Talbot 90 convertible, radio, heater, foursome, heater; £485, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

1950 Sunbeam-Talbot 80 convertible, mileage only 17,431, lady owner-driver changing to saloon, any trial at any time; nearest £575 secures.—Mrs. Bird, 36, Lexden Rd., Colchester. [2167

SUNBEAM-TALBOT Mark IIA 90 saloon, finished in alpine mist with red upholstery, only 2,000 miles and as new throughout, this car is guaranteed and open to A.A. and R.A.C. inspection; £950.—Thorburn & Brownlee, Galashiels, Scotland. Tel. 2363. [2100

SUNBEAM-TALBOT 90 saloon (1954), finished in alpine mist with red upholstery, one owner since new and car regularly serviced, fitted heater, trial by appointment; £900.—Thorburn & Brownlee, Galashiels, Scotland. Tel. 2363. [2101

£675!!!—Sunbeam-Talbot 90 Mark II de luxe saloon, impeccable and spotless condition, speedometer reads 15,000 miles, the whole vehicle looks and runs as though it's only done 5,000 miles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

£975.—1954 Sunbeam 90 saloon, as new, mileage only 7,000, heater and radio, perfectly maintained by regular Redex tuning and lubrication service, colour sapphire with blue/grey upholstery; cost £1,255, sell £975; tax and insured.—To see, Tel. Grey, Chi. 6844, or evenings Mol. 1491. [2126

£725!!! 1952 Sunbeam-Talbot Mark II 90 saloon, equipped and maintained regardless of cost, extras include push-button radio, heater plus demisting, built-in screenwashers, Nu-way protective mats, Regency seat covers, spotlights, beautiful appearance and in outstanding mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

### Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

### Sunbeam-Talbot Cars Wanted

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Sunbeam-Talbot required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibson's Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

## TALBOT

1937 Talbot 10 saloon; £155; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

175 gns.—Talbot 1938 3-litre 4-door sports saloon, sliding head, leather, I.F.S., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured, including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

## TRIUMPH

B. J. HUNTER Ltd., offer:—

1949 Triumph 2000 coupe, ex-property of engineer; £495.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1947 Triumph 1800 Roadster, black, recellulosed, new hood, engine reconditioned, magnificent throughout; £449.—407, High Rd., N.12. Finchley 0091. [C2053

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054

LEONARD WILLIAMS & Co., Ltd., offer:—

1953 (December) Triumph TR2 sports, in geranium pink with dark red leather upholstery, extra equipment includes heater, wire wheels with knock-on hubs, oversized tyres, tonneau cover, one owner car at only 3,900 miles, immaculate condition; £765.

LEONARD WILLIAMS, Distributors, Ltd., Packard Buildings, Gt. West Rd., Brentford, Ealing 3400.

1949 (Sept.) Roadster, black, superb condition, recent overhaul, taxed; £425.—Mayfair 0151.

1952 Mayflower, radio and heater, as new; £565; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 Triumph Renown saloon, black; £565.—Hale Motors, Ltd. Tot. 7771/4. [C2077

£245.—Triumph Dolomite 1939 drop head coupe, excellent mechanically, new hood, choice of saloon; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

12000 miles, 1953 Triumph Mayflower, jade green and fawn, one meticulous owner, spare unused, taxed; £565.

1953 (Apl.) Triumph Mayflower, grey, loose covers, heater, 6,000 miles, one owner since new, immaculate condition; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1952 Mayflower, radio, heater; £545; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1949 Triumph Roadster, new hood; £480.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£495!!!—1949 Triumph 2000 Roadster, immaculate and spotless condition, choice of 2; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

1951 Triumph Mayflower saloon, immaculate; £450.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

1952 (July) Mayflower saloon, grey/grey leather, heater, 14,000 miles, superb condition; £535.—Robbins, East Putney. Tel. 7881. [C3010

1952 Mayflower saloon, one owner; £475 or terms.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451.

1952 Mayflower, grey, heater, immaculate condition; £495.—K.J. Motors, Ltd., Bromley, Ravensbourne 3456. [2266

1951 Triumph Renown, black and fawn leather trim, in excellent condition, one careful owner, mileage 22,000; £515.—Logsdons, Royston, Herts. [2248

1954 (Sept.) TR2, red, leather trim, wheel embellishers, 1,988 miles, no competition work, unmarked; £795.—Jones Garage, Syston, Leics. [2133

1948 Triumph razor-edge saloon, beautiful finish, almost as new, radio, heater, leather, covers, foglamp; accept £415.—Croydon 4156, 4951 (evenings). [2185

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

TRIUMPH Mayflower, mid-1952, lovely condition, only 12,000, good as new, seat covers and clock, owner-driver changing 4-door; £495.—2, Grove Park, Camberwell, S.E.5. [1989

1953 Triumph Mayflower, jade green, saloon, perfect condition, low mileage, recently decarbonised by makers; £575.—Wilson, Crook Cottage, Cookham, Berks. [1636

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## TRIUMPH

**1952** Triumph Mayflower, black saloon, heater, leather, 10,000 miles only, immaculate condition; £550.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

**1953** (May) Mayflower saloon, black, heater, one owner, low mileage, guaranteed; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

TRIUMPH Gloria, 1938, 14 saloon, exceptionally nice lines and offered at the low figure of £150; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1549

ANOTHER specimen 1949 Triumph 2000 grey Roadster, original small mileage, taxed; £450. Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

**£245**!!!, 1939 Triumph Dolomite 14hp sports saloon, a modern-looking car, graceful lines, good coachwork and chrome, spick and span interior, really outstanding on the road, everything about this car denotes that it has been expertly maintained.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

**475** gns.—Triumph 2000 1949 roadster coupe, leather, heater, new hood, exceptional; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1935** Triumph Gloria sports saloon, fitted 10hp Coventry Climax engine, really excellent condition throughout; £115.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Tube Station.) Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [2050

**£450**.—An exceptional opportunity, company director's personal Triumph 2000 saloon, April, 1949, carefully maintained, colour black, heater, tyres, body, engine, etc., very good condition.—Drews, Ltd., Woodgrange Service Station, Romford Rd., London, E.7. Gra. 6601. [2301

**XXX** 1949 Triumph 2000 roadster, black with red leather, nearly new, red plastic hood, very fully equipped and fitted with radio, loose covers, and foglamp, most attractive example, thoroughly recommended, written guarantee; £495; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

**1952** (December) Triumph Renown 2,000cc 4-door 6-light razor-edge saloon, 6,700 miles only, finished in grey with grey leather; this car is unmarked throughout, including all chromium plate which is unblemished; spare wheel unused, fitted many extras, including H.M.V. radio and heater; this car must be seen and tried to appreciate a really magnificent Triumph saloon; terms and part exchange arranged; £715.—20, Paul St., E.C.2. Bishopsgate 6781. [2311

### Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REALLY good 1800 Roadster.—Kent, Park House, Chrishall, Royston, Herts. [2059

MARSTON MOTOR Co., Ltd. for your Triumph.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [0182/R

REQUIRED, really good Triumph Roadster.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [7292

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

## UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilicons, estate cars, station wagons, etc., always in stock; enquiries invited.

**100**, Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

ELM AUTOSALES offer:—

MORRIS Minor utility conversion, Dec., 1953, latest type o.h.v., fitted windows and extra seats, 11,000 miles only, one owner, fitted heater underseated, interior lights, full saloon front seats, really attractive vehicle finished in powder blue, ideal for family or business use; £450.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

K. HENRY, Ltd., offer:—

**1952** A70 specially built 4-door estate; £625.

**1951** Ford 5cwt Martin Walter specimen car; £315.

**1950** Allard utility, steering column change, £350.

**1948** Bradford utility; £195.

**1948** Fordson 10 utility; £245; and many others.

K. HENRY, Ltd., 63/65 Great Portland St., London, W.1. Langham 3635 and 3954. Open till 8 p.m.

BEDFORD Dormobiles by Martin Walter.—A few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3013

HILLMAN Minx estate car, Phase II, 1948 4-door, steering column gears, built-in head lamps; £365.—70, Edgcumbe Ave., Newquay, Cornwall. Newquay 3070. [2060

## UTILITY CARS

COACHCRAFT offer:—

**£225** o.n.o.—1947/8 Martin Walter Ford 10 Utilecon, replacement unit fitted, fold-flat seats, most useful dual purpose vehicle in very superior condition throughout; 3 months' mechanical guarantee; terms to suit, and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ROWLAND SMITH'S for utility cars.

**645** gns.—Hillman Minx, 1953 Phase VI estate car, metallic green, red upholstery, fold-flush rear seating, one owner, exceptional; terms; exchanges.—Rowland Smith, below.

**395** gns.—Lea-Francis, 1947 14hp shooting brake, 4-door 5-seater natural timber body, fold-flush rear seating, excellent condition; terms; exchanges.—Rowland Smith, below.

**365** gns.—Hillman Minx, 1948 estate car, fold-flush rear seating, steering column gear change, good tyres; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BEDFORD Dormobile 1954, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

CAMDEN MOTORS offer the following estate cars and utilities:—

**1954** Austin A70 Countryman estate car, 4-door model in leather, just under 6 months old; has had no appreciable use and is literally as new in every respect, fitted heater screenwashers, link mats, pass lights; unrepeatable value at over £250 below its original cost earlier this year; £845.

**1954** Austin A70 estate car, similar 4-door model to above with extra double doors at rear, even later registration than above, very, very low mileage indeed; £795.

**1952** Austin A70 Countryman estate car, Hereford 4-door model, drop tailboard, bench type front seat, spotless appearance inside and out, used for private motoring only; £675.

**1952** Austin A40 Countryman estate car, 4-door model, smaller version of the above, identical features, hardwood body, leather upholstery heater, drop tailboard, a little beauty; £550.

**1953/4** Hillman Phase VI estate car, anniversary model, fault-less appearance and a very small mileage example; £665.

**1952** Commer Phase V estate car, another specimen vehicle in absolutely first-class condition all round, seating in two banks, doors at rear, etc., leather upholstery; £565.

**1950** Standard Vanguard estate car in leather, 4-door model with additional rear doors, heater, etc., excellent condition; £525.

**1951** Standard Vanguard estate car, similar to above, one owner, original metallic finish, moderate total mileage; £595.

**1952/3** Standard Vanguard estate car, another one-owner vehicle with heater, radio, screenwashers, white side-wall tyres, faultless order; £665.

**1949** Alvis 14hp 5-seater estate car, with drop tailboard, flush folding rear seats, Windtone horns, grained ash body, superb specimen; £495.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035/1

**1953** Austin A40 Countryman, small mileage, as new; £650; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

**1947** (October) Bradford de luxe utility; £200.—Bunting's Motor Exchange, Harrow. Tel. 6225-6. [2310

HILLMAN Husky estate utility, works mileage, immediate delivery; any exchange.—Tel. Westbourne 64497. [2230

**£495**.—Fordson estate car, 1953, 7-seater, fully folding seats, ideal for private or business use.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

BEDFORD Dormobile, works mileage only; £750.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

ROLLS-ROYCE, Hillman, Austin and Fords, utilities and shooting brakes.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

**1955** Bedford Spurmobile 12-seater, 64 miles only; £675! To-day's list £750.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

**1954** (Sept.) latest model Morris J-type Martin Walter Dormobile, finished green and grey, mileage under 500.—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bay. 4274. [C4035

**1949** Jowett Bradford utility, in two-tone grey, excellent condition just rebored; 3 months' guarantee; £245.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

CHILTERN CARS offer a 1939 Dodge 24hp 8-seater shooting brake, natural timber body, drop tailboard, excellent condition; £135; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1043

CASS'S MOTOR MART.—1952 Ford Pilot 4/5-passenger de luxe wooden shooting brake, heater, l.h.d., genuine 12,000 miles, £450; 1952 Austin A40 Countryman, genuine 19,000 miles, one owner, £575, 1951 A40 Countryman, 29,000 miles, £535; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ROYS AUTOMOBILES, Ltd., offer the following good utilities: 1949 Bradford, £195; another, £165; 1946 Minx, £165; 1940 Bedford, £165; 1946 Morris 10, £265; another, £165; 1949 Morris 10, £350; 1948 Minx estate, £350; 1949 Ford 10, £295; 1952 A40, £450; 1953 Ford 10, £450; 1938 Minx, £125; many others; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

### Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059

REQUIRED really good Hillman Minx or Standard Vanguard estate car.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

### Utility Cars Wanted

**25** utilities wanted, why accept less for your Dormobile, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

ESTATE cars and utilities.—Several wanted for special contract, must be mechanically sound and proper bodies.—Please 'phone Euston 3917, or write partic., Autobuyers, 24, Warren St., London, W.1. [9614

## VAUXHALL 10

**1946** Vauxhall 10hp saloon, black, one owner, exceptional condition for age; £355.

FERNSIDE MOTORS, Ltd.—Vauxhall main dealers, Mitcham Rd., Croydon. Tho. 1448-9. [2115

**1939** Vauxhall 10, guaranteed; £210; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

**£75** deposit.—1938 Vauxhall 10, two owners only since new, very original condition throughout, mechanically excellent, tyres as new; £225; part exchanges.—Tudor 8075/Fitzroy 0295. [2264

## VAUXHALL 12

**1947** Vauxhall 12, as new; £365.—3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

**£355**!!!—1947 Vauxhall 12 de luxe saloon, spotless condition, choice 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**£325**.—1947 Vauxhall 12 saloon, excellent condition throughout; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

VAUXHALL 12/4 saloon 1939, black body, green interior; £235; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1545

**£85** deposit.—1939 Vauxhall 12 6-light saloon, recellulosed black, retrimmed, new tyres, mechanically excellent; £245; part exchanges.—Fitzroy 0293 after 7 p.m. [2285

**1947** Vauxhall 12 black with brown, two-tone upholstery, fitted radio and extras, very economical; £350.—Sefton Garage, Sefton Rd., New Ferry, Wirral. Rock Ferry 1322. [2322

**1948** Vauxhall 12 saloon, blue with brown upholstery, really excellent mechanical condition, all new tyres, taxed; £365; £90 deposit, balance 24 months.—MacLaren & Cox, 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. [2259

## VAUXHALL 14

**1937** Vauxhall 14; £185; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

**1937** Vauxhall 14, excellent condition throughout; taxed and insured; £175.—Enfield 3176.

**1946** Vauxhall 14 saloon, immaculate, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fre. 1319. [C4078

**1947** Vauxhall 14 J-type saloon, black, excellent condition; £350; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2031

**1939** Vauxhall 14 J type 4-door saloon, black, reconditioned engine, gear box, steering, clean, excellent; £275.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

## VAUXHALL WYVERN

HENDON CENTRAL GARAGE, Ltd., offer:—

**1951** Vauxhall Wyvern saloon, taxed, fitted heater and recon. engine, 8,000 miles, a faultless motor car; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

**1952** Vauxhall Wyvern saloon, one owner, guaranteed; £595.

FERNSIDE MOTORS, Ltd.—Vauxhall main dealers, Mitcham Rd., Croydon. Tho. 1488-9. [2115

**1949** Vauxhall Wyvern saloon; £385.—Sussex Motors, Burwood Mews, Edgware Rd., W.2.

**1953** Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

**1949** Wyvern; £470; excellent condition, wireless heater, 18,700.—10, Moor Rd., Longmoor, Hants, seen evenings, week-ends. [2055

**1950** Vauxhall Wyvern saloon, green and brown leather trim, average condition, taxed, good tyres; £375.—Logsdons, Royston, Herts. [2249

**1954** (June) Vauxhall Wyvern, black, 1,250 miles, extras including 6-ply tyres, £710; owner returning overseas.—Mr. Berry, 103, London Rd., East Grinstead. [2208

**1950** (March) Wyvern saloon, excellent condition, guaranteed; £455; exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

**1000** miles only.—1954 Vauxhall Wyvern saloon, heater; £745.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3568. [C1027

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern saloon, green/green, 6,000 miles, heater, £739; 1953, green/green, low mileage, heater, radio, choice 2 from £659; 1948, black/beige, heater, covers, £419; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

## VAUXHALL VELOX

CAR MART, Ltd.

**1953** Vauxhall Velox saloon, heater; £675.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

BENTALLS, Ltd.

**1954** Vauxhall Velox, cream; £765.—Kingston-on-Thames. Kingston 1001. [C1095

GATEHOUSE offer:—

**1952** Vauxhall Velox saloon, fawn, heater, white-wall tyres, immaculate throughout; £615.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444.

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL VELOX

COACHCRAFT offer:—

**£635**.—1953 Velox saloon de luxe, one owner (professional man), practically as new throughout; 3 months' mecnanical guarantee terms to fuit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

HENDON CENTRAL GARAGE, Ltd., offer:—

**1952** Vauxhall Velox, fitted heater, taxed year, whole car as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

**1952** Vauxhall Velox saloon, heater, one owner, guaranteed; £630.

FERNSIDE MOTORS, Ltd.—Vauxhall main dealers, Mitcham Rd., Croydon. Tho. 1448-9. [2117

**1953** Vauxhall Velox saloon, heater, one owner, nominal mileage; £695.

FERNSIDE MOTORS, Ltd.—Vauxhall main dealers, Mitcham Rd., Croydon. Tho. 1448-9. [2118

**1955** Velox, unused, list price, green; Hampshire, Box 8934. [2153

**1953** Vauxhall Velox, small mileage, numerous extras; £695; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

**1954** (February) Vauxhall Velox, small mileage; £762.—Payn, Lympne Castle, Kent, or Tel. Dover 309, day. [2019

**£399**!!!—1949/50 Vauxhall Velox de luxe saloon, low mileage, spotless condition; choice of 2; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**1953** Velox, unblemished, heater, screenwashers, etc., one owner; £695; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

NEW model Vauxhall Velox, registered but unused; £850 minimum; privately owned (Surrey).—Box 3956. [2107

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

**1954** Velox, 3,000 miles, radio, heater; £785.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

**1952** Vauxhall Velox, black, beige leather, heater, radio, nominal mileage, one owner; £600.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

**G & M** ALFREDS (1936), Ltd.—1951 Vauxhall Velox, two tone, extras, 12,000 miles, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

**1948**/49 Velox, black, heater, linkmats, fine condition, one owner; £375; terms.—6, Station Rd., Redhill. Redhill 384, day; Poundhill 3174, evenings.

VAUXHALL Velox 1949, radio and heater, black, above average condition; £420; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [2121

**1954** Vauxhall Velox, black, radio, heater, white-wall tyres, winking indicators, one owner, speedo reading 9,000, superb condition, guaranteed; £815.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

**1952** Vauxhall Velox, one owner, immaculate condition; £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

**1952** Vauxhall Velox, grey, sun roof, £120 extras; 6 months' guarantee; £635.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

**1955** latest mod. Vauxhall Velox finished black, registered but unused; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

**1954** Vauxhall Velox, black, with many extras, low mileage; £725.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [C2062

**1949** Vauxhall Velox, black with brown leather, one owner, 26,500 miles, heater, exceptional condition throughout, carefully maintained, any examination welcomed; £395.—Vandyke 4938 (London), 10 a.m.-6 p.m. [2298

**445** gns.—Vauxhall Velox, 1950 model saloon, silver grey, red leather, heater, carefully used; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

**1953** Vauxhall Velox, grey with grey, fitted radio, heater, screen washers, burglar alarm and a host of other accessories, beautiful car; £695.—Reg Timms (Motors), Ltd., 20-30, High Town Rd., Luton. Luton 6749. [2325

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloons, blue/grey, black/red, 2,000 miles, radio, heater, choice 2, £759; 1953, black/brown, grey/grey, both low mileage, heater, choice 2 from £699; 1950, black/brown, heater, £439; 1948, black/brown, heater, £399; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

### Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

## VAUXHALL 20

**£99**!!!—Magnificent Vauxhall 20 de luxe saloon, undoubtedly magnificent and outstanding condition, also choice 1940 model at £225; three months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423 High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

## VAUXHALL 25

FOR sale, Vauxhall 25 1938, just resprayed and bodywork at a cost of £80, quick sale; £125.—Tel. Billinge 301 [1997

CAMDEN MOTORS.—Limousine specialists, offer a choice of four late pre-war Vauxhall 25 Grosvenor limousines; write for details and full list of all other limousines in stock.—Camden Motors, Leighton Buzzard 2041. Open until 8 p.m. [C1035

## VAUXHALL 25

**1938** Vauxhall 25 4-door de luxe saloon, in outstanding condition throughout, highly recommended; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars, depots at Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wilmslow 4932). [0283/R

### Vauxhall Miscellaneous Cars Wanted

RS

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SS

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

GN Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact H.G.N., Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

VAUXHALL buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/39 Limousines required, cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

### Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Bromley, Rav. 3456. [0393

## VETERAN CARS

VAUXHALL Cadet, 1951, 10,000 miles from new, original tyres, spare unused; unique opportunity for enthusiast.—Tel. Wigan 2189. View: 17, Hope St., Wigan. [2198

## VINTAGE CARS

**1928** Singer Junior, unused 1938-51, 1952-54, completely mechanically electrically reconditioned; £35.—Lipscombe, 6, Castle View Terrace, Boveney, Windsor. [2095

## VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

**1954** de luxe saloon, 1,192cc, apple green, 3,000 miles; £685.—Below.

**1954** de luxe saloon, 1,192cc, strato silver, 3,000 miles; £685.—Below.

**1954** de luxe saloon, 1,131cc, black, 9,000 miles; £635.—Below.

**1953** de luxe saloon, 1,131cc, beige, 15,000 miles; £575.—Ralph Beard, Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494.

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

VOLKSWAGEN de luxe, Sept., '53, radio, screen-washer, twin fog, spot lights, immaculate; £595.—Field End 9599, evenings. [2205

**1954** de luxe saloon, 1,192cc, as brand new; £650.—S. F. Erskine & Sons, Ltd., Tel. Woking 734.

**V & F** MONACO MOTORS, the only Volkswagen specialists in London offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

**V & F** MONACO MOTORS.—1953 de luxe saloon, 11,000 miles, dark green, immaculate; £585.

**V & F** MONACO MOTORS.—1953 standard saloon, 12,000 miles, spotless; £485.

**V & F** MONACO MOTORS.—1947 standard saloon, choice of 3.

**V & F** MONACO MOTORS, Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

### Volkswagen Cars Wanted

**V & F** MONACO MOTORS.—We buy Volkswagens, irrespective of condition, for cash.

**V & F** MONACO MOTORS.—The Volkswagen buyers.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0300/R

### Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

REQUIRED, really good Volkswagen.—Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 1918. [W2000

PERFORMANCE CARS urgently require Volkswagen. Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

### Volkswagen Spares and Service

VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.). Tel. May 6718. [0647

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

**V&F** MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines from £47/10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked.

**V&F** MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

## WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

**1954** Wolseley 4/44 saloon, met. grey, maroon upholstery, 7,000 miles, one owner; £785.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

E.M.A., Ltd.

**6/80** Wolseley saloon, 1950, colour beige with brown hide upholstery heater, radio, etc., taxed; £485.

E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168. [8296

H. BEART & Co., Ltd., offer:—

**1953** (November) Wolseley 6/80 saloon, in black with red leather upholstery, fitted radio, as new throughout; £745.

WOLSELEY 4/44 (June, 1953), finished in metallic grey with grey upholstery, loose seat covers and other extras, genuine 7,000 mileage, and like new throughout; £765.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

PETER BANTOCK CAR SALES offer:—

**1948** Wolseley 12 saloon, black/brown, engine reconditioned; £395.—104, High Rd., Chiswick 2725/5870. [C1014

**1950** Wolseley 6/80, in beautiful condition; £485.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

ACRES offer: 1948 Wolseley 14 saloon, reconditioned engine; £425.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

**£285**!!! Wolseley 14 de luxe saloon, identical model to 1948, looks and runs as well; choice two.—Below:—

**£222**!!! Wolseley 12 de luxe saloon, magnificent specimen, only wants seeing.—Below:—

**£199**!!! Wolseley 14 de luxe saloon, 1938 series, carefully used; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

**1952** Wolseley 6/80 saloon, small mileage; £585; exchanges.—Welwyn Service Depot, Ltd., Hatfield 2173. [2294

**1954** Wolseley 4/44, 7,000 miles as new throughout; £775; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

**G & M** ALFREDS (1936), Ltd.—1954 Wolseley 4/40, negligible mileage, as new.—6-7, Warren St., W.1. Euston 3268. [C1005

NOVEMBER, 1953, Wolseley 4/44 saloon, black, 6,000 miles, fitted heater, etc.; £775.—Ray Powell, 392, Eastern Ave., Ilford, Essex. Valentine 0129. [2274

**1946** Wolseley 14 saloon, excellent condition; £295; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034

**1946** (November) 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 7881. [C3010

**1948** Wolseley 18, beautiful condition, real opportunity; £315.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

**1950** (September) Wolseley 6/80, Motorola radio, heater, taxed, one owner, superb; £450.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C2014

**725** gns.—Wolseley 4/44, late 1953 saloon, black, maroon leather, heater, one owner, 9,000 miles, spare unused, practically new, taxed; terms; exchanges.—Rowland Smith, below.

**295** gns.—Wolseley 18, 1947 saloon, sliding head, leather, heater, good condition; terms; exchanges.—Rowland Smith, below.

**165** gns.—Wolseley 14/56, 1938 saloon, sliding head, leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1954** (Mar.) Wolseley 6/80, black with brown, genuine 6,246 miles, one owner, taxed; £845.—Lovell's Garage, Westgate, Peterborough. Tel. 2001. [2049

**£750**.—1953 (June) Wolseley 4/44 saloon, steel grey, grey leather upholstery, recorded mileage 10,000, fitted heater screenwashers, fog lamp, in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266 [C1070

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## WOLSELEY

**£245**—1939 Wolseley 14 de luxe saloon, in exceptionally clean condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**1953** Wolseley 6/80, black, red leather, 19,000 miles, very fine example; £675.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

**1949** Wolseley 4/50 saloon, black and brown hide upholstery, new tyres, excellent condition throughout; £449, £112 deposit, balance 24 months.—MacLaren & Co., 928, High Rd., Finchley, N.12 Tel. Hillside 0560/9353. [2257

**1953** Wolseley 4/44, grey with grey upholstery, fitted red corded covers, fog lamps, windscreen washers, heater, 15,000 miles; taking delivery new car; absolute sacrifice, £670.—Tel. Leigh-on-Sea 78646. [2180

LIMOUSINE, 1950/25hp, partitioned, widest forward occasionals, genuine low mileage, excellent throughout. £825. ALPE & SAUNDERS LTD., Providence Court, North Audley Street. Mayfair-2941. [C1006

### Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

### Wolseley Cars Wanted

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PRIDE & CLARKE Ltd., Ford agents; exchanges; terms.—237 Brixton Hill, S.W.2. Tul. 3664. [N3068/R

R. C. WIMBUSH, Ltd., Ford stockists; part exchange, and H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

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CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

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K·D·M & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

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RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

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MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8.

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STANDARD 10, new, unregistered, heater; immediate delivery; part exchanges cars or motor cycles; terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

ROWLAND SMITH'S for Standard

ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Standards, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [0804/R

STANDARD 8 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 10 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

VANGUARD Ph. II saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [N2051

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

L. F. DOVE, Ltd., have for immediate delivery a new Standard 8 saloon; full range of demonstration models; part exchange and hire purchase.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

PRIDE & CLARKE, Ltd.—£197 secures immediate delivery New Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer immediate delivery of Standard 8 de luxe saloon, blue; maximum hire purchase terms available; ⅓ down, balance over 3 years. [N1001

PLANNING to buy a new Standard? You couldn't do better than secure immediate delivery of your new Standard de luxe or basic saloon, Vanguard saloon or Vanguard diesel estate car; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

STANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0402/R

## STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

## SUNBEAM-TALBOT

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes Agents. Sunbeam cars our specialty; immediate attention to your enquiries.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Ter. 1001. [0405/R

## SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R

PRIDE & CLARKE Ltd. Doretti agents, immediate delivery; terms exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0329/R

## TRIUMPH

BURGE & INGLIS, Ltd.

TR2, new, unregistered, British racing green; immediate delivery; part exchanges cars or motor cycles; terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

1955 model, white TR2; immediate delivery.—K.J. Motors, Ltd., Tumbley, Ravenbourne 3456. [0285/R

PRIDE & CLARKE, Ltd., Triumph Renown, TR2; immediate delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2376/7. [N3056

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R

RENOWN saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

TR2 Roadster, pearl, white/blue, tonneau cover, new, list price; £899.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. For. 9351-2. [0213/R

TRIUMPH TR2 sports, British racing green, overdrive wire wheels immediate delivery; list price.—Browns Garage, Loughton (Essex) 6262 (Tube). [N1034

L. F. DOVE, Ltd., the TR2 Centre.—Your sports car in part exchange, h.p. terms; demonstrator available.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

LANKESTER ENGINEERING Co., Ltd., Standard & Triumph distributors, offer immediate delivery Triumph TR2 and Renown saloons, choice of colour.—80/83, Victoria Rd., Surbiton. Elmbridge 1184/5. [0033/R

IMMEDIAITE delivery new Triumph TR2 sports, choice of colour; list price £886/10/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

## VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 6211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.— Bromley, Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

## VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R

EUROPEAN CARS, Ltd., distributors for London & Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield 1. Tel. 26358/9. Complete facilities. [0128/R

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

VOLKSWAGEN Micro-bus, immediate delivery of brand new, unregistered model, fitted extra bench seat; £979 2s 6d.—Charles Cruickshank Motors, The Centre, Bristol, 1. Tel. 25280. [2026

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685151 (2 lines). [0723/R

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester 13. Tel. Ardwick 4261-7. [0519/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, main distributors for West Herts, offer early delivery de luxe saloons; maximum hire purchase terms available; ⅓ down, balance over 3 years. [N1001

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017

# NEW CARS FOR SALE

## WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0812/R

## WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 4/44 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

WOLSELEY 6/80, finished in metallic grey; also Wolseley 4/44 saloon, finished in black; both list price; immediate delivery.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [N2058

JACK ROSE, Ltd., Wolseley agents and stockists, Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Banstead, Surrey. Burgh Heath 2376-7. [N3056

## WOLSELEY

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange, hire purchase facilities. — 312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

PRIDE & CLARKE, Ltd., Wolseley agents.—Exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

IMMEDIATE delivery new Wolseley 4/44, black, red leather; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2036

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon. Cro. 0074/5. [7193

NEW Wolseley 4/44, 1955 show model, black; we can offer one only of this very popular car for immediate delivery.—Brent Cross Garage, Hendon Way, London, N.W.4. Speedwell 1196. [N1097

IMMEDIATE delivery new Wolseley 6/80 saloon, choice of colour; list price £950/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

MEBES & MEBES, Ltd. (Est. 1893), The Wolseley Specialists for past 30 years, offer early delivery of both 4/44 and 6/90 saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

## MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

## MISCELLANEOUS CARS

SMITH'S MOTORS, of Dovercourt

CAN give immediate delivery of

ONE new Vanguard, finished in Elfin green with brown hide upholstery.

ONE new Jaguar Mark VII M, finished in black with red leather upholstery, fitted with H.M.V. radio and overdrive.

ONE new Volkswagen sun roof de luxe saloon, finished in grey with tan leather upholstery.

PART exchange and hire purchase facilities. [2151

ROWLAND SMITH S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard Triumph and Wolseley.

PART exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath.

DETAILED advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the Auctioneers. (Tel. 607.) [C299

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd. Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

# MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

ASYNCHRO

1954 Vauxhall Velox self-drive, cost £6 per week, smaller cars £5, small mileage charge; alternative special winter rate; A.A., R.A.C., radio, heater. Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St. Tel. Slough 20501. [0132/R

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686.

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Leaghaire. [0377/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0042/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

A40s, 70s and 90s; apply now for new winter tariff.—Trumans Garages, Arthur Court, Queensway, W.2. Bay. 6415. [0686/R

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 3834. [0611/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23 (For 2432.) [0679/R

1954/3 Zephyrs, 13gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

SUSSEX MOTORS.—Self-drive Morris Minors, Austin A30s, 40s, Vauxhalls, Fords, etc.; special facilities overseas visitors.—1, Burwood Mews, Burwood Place, Edgware Rd., W.2. Amb. 5025. [0589/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Bath. 1107-8-9. [M2024/R

WELBECK CAR HIRE offer the new Ford Anglia (with heater fitted), no mileage charge; you just pay a flat rental and that is all; one day (8 a.m. to 6 p.m.) £2; one night (5 p.m. to 9 a.m.) £1; 24 hours 50/-, one week £13.

WELBECK CAR HIRE, 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 8 a.m. to 6 p.m. Sundays 8 a.m. to noon. [0631/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R

GEE CARS self-drive hire with new Ford Consuls, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March, also chauffeured Humber Pullmans, Austins, etc.; cars hired out on contract.

60-62 Queensbridge Rd., London, S.W.8. Macaulay 3363. [0091/R

## CARS FOR HIRE

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

CAR HIRE (MAYFAIR), Ltd., for Humber, Pullman and Austin dependability, chauffeur driven. 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

OVERSEAS visitors, a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

WILSONS, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilsons, 34, Acre Lane, S.W.2. Brixton 4011. 1, Dorking Rd., Epsom 3901. [0802/R

REDUCED winter tariff; 1953/4 cars £1 per day, £5 for 5 days; unlimited mileage £2/10 per day and no deposit; tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. 20, Grosvenor Place, Victoria, S.W.1. Sio. 9844. [0507/R

DRIVE Yourself Hire.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients, specially welcomed. We have been pioneers of self-drive hire over 30 years.—Write, 'phone or call: H. F. Edwards & Co. (Established 1918), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6366. [M2003

DO a "good deal" better with Carr Bros. on self-drive or chauffered hire, best cars, best terms with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley. (Cables: "Carrbros, Croydon, Eng.") [1041

1954 U-drive cars/estate cars from 15/- a day; Britain and Europe; enjoy service which has built up Britain's largest new car fleet; radios, heaters, recommended A.A. and R.A.C., long period quotations; special facilities overseas visitors, re-purchase terms.—J. Davy, Bubmaes St., Piccadilly Circus, S.W.1. Tra. 2021. Also Earls Court (Fre. 6000) and Knightsbridge (Kni. 4211). [0401/R

OVERSEAS visitors.—Opposite London Airport is Steele Griffiths' new Overseas visitors' branch, comprehensive service, chauffeur-driven or self-drive cars; new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave car now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201-6. Reference: Barclays Bank, London, S.E.5. [0614/R

HIRE a car as private as your own from Victor Britain, the car hire specialists; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free; write, telephone or call.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881) or 11, Gt. Cumberland Place, Marble Arch, W.1 (Tel. Ambassador 2814). [0772/R

## DAY AND NIGHT SERVICE

**A.O. (Always open). N.S. (Not Sunday).**

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2960. A.O.

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference.

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## EXCHANGE

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [M4018/R

RON McKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Stretford, 2 miles South Manchester; open to 8 p.m. and week-ends; terms if required. [0025

## AGENTS WANTED

REPRESENTATIVES with sound knowledge of internal combustion engines and motor trade required to sell new automotive device to garages; very attractive terms.—Box 9965. [2141

## CAR RADIO

RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0222/R

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R

MOTOROLA, world's finest motor radio, sole licensees and registered users.—World Radio Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937. [0162/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1935-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. [0116/R

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Hertford St., W.1. Gro. 4141. Specialists in car radio; H.M.V., Radiomobile, Ekco Philco, etc., expert installation and service for the trade and retail. [0668/R

## COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2231.

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2550; body repair and painting, all processes private and commercial; trade enquiries invited. [0125/R

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. Repairs executed of every description. [M4029

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming, Complete Bodies Built.—Station Approach, Kew Gardens, Richmond 1164. [4327

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2225. [M1082/R

LAWTON-GOODMAN, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.—Coachwork repairs, modifications and renovations; first-class work; prompt deliveries; low prices. [M2022

W. M. PARR (COACHBUILDERS), Ltd.—Body building and all repairs, recellulosing, trimming and conversions, special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew. Ric. 5625-6. [0348/R

50in velour head lining, 7/6 yd; Vynide leather-cloth, 7/6 yd; 40in rubber-backed pile carpet, 32/6 yd; 54in double felt, 7/6 yd; bucket seats complete, 45/-; shell only, 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061

FOR every requirement, body fittings and trimmings, bucket seats, large selection including light steel frames, 25/-; upholstered Vynide spring cushions, £4; tubular framed from £4/15; light alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlopillo £8/15; bench-type seats, brown rexine, 42in £12/10, best black Vynide topping, 54in, 15/- per yard; back lights (rear windows) from 26/6, cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M107

# MISCELLANEOUS ADVERTISEMENTS

### CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R

### GARAGE FACILITIES

LONDON Airport.—Steele Griffiths' new branch opposite London Airport, Middlesex, offers undercover garage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606. [0815/R

### NIGHT DRIVING GLASSES

CLEAR Vi-ta night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist; free interchangeable Crookes lenses give you a suitable sunglass for day use; complete 7/6 from your local garages or direct from Optical Products Ltd. 370/372, Station Rd., London, E.7 [0583/R

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YELLOW head lamp bulbs for Continental driving available for most makes.—Beverley Motors, Coombe Rd., New Malden. Malden 3232-3. [7598

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R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3. Mansion House 3083. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R

THE MOTOR PACKING Co., Ltd., London Colney, Herts (Tel. Bowmans Green 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R

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J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. [5934

### PERSONAL

MONTE CARLO Rally, 11-day tour following the Rally in lux. car; 55gns; all inclusive; particulars.—Coronna Tours, 169, Watford Rd., Harrow, Middx. Arnold 2983. [2070

### TUITION

INDIVIDUAL driving instruction, expert instructors, dual-control Austins.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0813/R

AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales; extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination; courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R

# PARTS & ACCESSORIES, REPAIRERS, ETC.

### AXLESHAFTS

WEST LONDON REPAIR Co., Ltd. Wim. 6316-7.

FRONT and rear axles, suspension units, shafts, etc., straightened heat treated, crack detected.—56a, High St., Wimbledon. [0586/R

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1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

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DELIVERY from stock of all replacement bearings for British, American and Continental cars.—AUTOMOTIVE Replacement Division, E.G.S. Bearing Co., Ltd., Macrome Rd., Green Lane, Tettenhall, Wolverhampton. Tel. Wolverhampton 51757 or 52260. Telegrams: Kages, Wolverhampton. [0152/R

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BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4596. Early closing Wednesday. [8657

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COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R

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MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

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TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A30, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750, Standard 8, £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

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WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery; carriage paid.

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DUST sheets, shaped covers made from white superfine Egyptian cotton, dust-proof, tear resisting, will completely enshroud Vauxhall Velox or similar, tea cosy fashion, post free 45/-; trade bulk purchase enquiries invited.—H. C. Briggs, 88, Forest Rd., London, E.17. Larkswood 2705. [0294/R

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REFLECTORS heavily resilvered with 5-year guarantee 8/-, reposted same day.—Tewkesbury Plating Co., Tewkesbury. [7358

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PRECISION engineers, camshaft and crankshaft rebuilding and grinding, 5ft capacity, boring and sleeving, metal spraying and welding, cylindrical and bar grinding.

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COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.

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CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27 [0149/R

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JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

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# PARTS AND ACCESSORIES, REPAIRERS, ETC.

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5000 guaranteed remould tyres: 500×19, 64/6; 500×18, 63/6; 500×16, 58/3; 500×17, 62/3; 550×16, 70/9; 550×18, 76/6; 600×16, 81/3; all other sizes avai able, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

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PLEASE send us your sound covers fit for remoulding; these sizes urgently required 450-17, 18, 19, 500-16, 17, 18, 19, 20; 5.25-16, 17, 18, 19, 20, 21; 5.50-16; 575-16, 600-16, 165×400, 15/- each; cash dispatched within 24 hours of approval; please label plainly.—Sharman's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0600/R

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WHEELS (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0868/R

CLARE'S MOTOR WORKS.—Large stock wheels, wire, Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

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ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5539. [0690/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight Southfield Paddocks, Popes Lane, Ealing London, W.5. Eal 4298 [0678/R

6000 car wheels second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel 4615 [0222/R

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AUSTIN 7, 1932-34, £4/5; Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-5 [0908/R

# BUSINESS & PROPERTY, SITUATIONS, BOOKS

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GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 53, High St., N.W.3. Tel. Hampstead 4614 [0546/R

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515. [M1004

PETROL station; wealthy Surrey suburb; excellent freehold premises; charming self-contained flat, 2 reception, 3 bedrooms, fitted kitchen, bathroom toilet; large workshop; 4 pumps, 50,000 galls. annually; £9,500 freehold.—Sole agents: Universals, 47, Victoria Rd., Surbiton. Elmbridge 8359. [2124

PETROL and service station with showroom, North Wales coast; petrol 750 gals. per week, good sales new and second-hand cars (Agency held); repairs; turnover £40,000 per annum; net £3,500, steadily increasing; long lease; £6,000.—Apply Davidson & Co., Accountants, 14, Cateaton St., Manchester, 3. [2225

USED car showrooms, 50ft frontage busy main road, large south-west England city; 18 years' lease at £460 yearly, audited accounts showing £2,800 net, increasing; present manager will remain; excellent living accommodation over; price £5,000.—Sole agents: Austins of Bristol, Commercial Property Agents, 125, Cheltenham Rd., Bristol, 6. Tel. 24248.

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PETROL station

WANTED, petrol sales 1,000/3,000 galls. p.w., for applicants whose enquiries are vetted for authenticity and financial resources.—Details to: RICHARD THOMAS & SONS, Motor Trade Valuers, Auctioneers, Garage Specialists, 52, Cross St., Manchester 2. Bla. 9321/2. [1750

ALDRIDGES urgently require for numerous applicants:—

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MAIN road site wanted, suitable used car sales, showrooms or garage considered.—Tel. London, Ambassador 9658. [1801

PETROL station; Streatham area; accommodation unnecessary; £6-7,000 cash; immediate decision.—Elmbridge 8359. [2125

ADVERTISER with capital seeks interest in small garage business, N.W. London with view to expansion.—Box 8892. [1985

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£15,000 offered for good service station, preferably near London on main A road within 50/60 miles, urgent.—Box 8797. [M2078

GARAGE with petrol sales not too far from London, price about £7,000, house with at least 2 bedrooms, all replies answered.—Box 8958.

SMALL engineering works or garage wanted, would consider partnership; advertiser has many market-tested car accessories, toolage and finance.—BCM/TEGO, London, W.1. [1800

FILLING station wanted at once by advertiser moving South from Huddersfield having just sold own garage (would take on small repairs), own cash £10,000, must be good main road, Southern counties, very urgent.—Box 8957.

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6308. [M2011

FIRST-CLASS garage, showroom, filling station required in Mid Hants area; ample funds available for suitable proposition; one with good agencies preferred.—Details to Anthony D. Lewis & Co., Specialist Valuers to the Motor Industry, 95, High St., Esher 3577/8/9. [M2071

## BUSINESS OPPORTUNITY

£2000 capital available for used car sales, active interest desired, propositions invited.—Box 0015. [2306

## SITUATIONS VACANT

*The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order, 1952.*

MOTOR mechanics, skilled, top rates for first-class men.—Ayres Garage, Store St., W.C.1. [9766

SALESMAN with initiative and drive required by expanding company in London.—Full details to Box 0014. [2292

EXPERIENCED Ford mechanic required, good wages, bonus and pension scheme.—Verulam Motor Co., Ltd., London Rd., St. Albans [8591

WORKING foreman with electrical experience wanted for country town garage, Home Counties; accommodation available.—Box 8896. [2015

QUALIFIED car and commercial vehicle salesmen required by Vauxhall-Bedford main dealers.—Send full details of previous experience to Box 8903. [2035

TWO salesmen required by main Ford dealers; those with experience only need apply in writing to W. Harold Perry, Ltd., 817, London Rd., Westcliff-on-Sea, Essex. [1377

ENGINEER required for carburetter tuning and test work on bench and road; good engine knowledge is an essential qualification.—Apply Zenith Carburetter Co., Ltd., Honeypot Lane, Stanmore. [2010

VAUXHALL-BEDFORD main dealers in West Midlands require assistant manager with commercial experience and administrative ability.—Apply stating age, experience and salary required, to Box 8938.

SERVICE manager required for Vauxhall/Bedford main dealers in S.W. London area; applicants must have had some previous experience in a similar capacity, and knowledge of Vauxhall Motors products.—Apply Box 8897.

WORKS manager required for old-established garage in New Forest area, previous managerial experience essential; leading agencies; no immediate accommodation available; apply in writing, stating salary required.—Box 8901. [2033

SALES representative required by main Ford dealers; good knowledge of cars and commercial vehicles essential, preferably Ford; salary and commission.—Apply in writing to Peacocks of Folkestone, Ltd., 104, Foord Rd., Folkestone. [2007

ARMSTRONG SIDDELEY MOTORS have vacancies for automobile body layout and detail draughtsmen, experienced composite and press steel construction; good prospects, salary above A.E.S.D. minimum rates.—Apply to Reference NEB/Dr, Armstrong Siddeley Motors, Coventry [2005

A VACANCY occurs in S.E. and part of S.W. London for a representative with own car to take over a large standing connection with live accounts; good salary, commission and expenses.—Apply in writing, Sales Manager, Regency Covers, Ltd., 169 Gt. Portland St., W.1. [2071

HARRY FERGUSON RESEARCH, Ltd., require automobile design draughtsmen for chassis and engine development work; excellent salaries and prospects; Higher National Certificate and workshop apprenticeship preferred.—Apply Chief Draughtsman, Fletchamstead Highway, Coventry. [2127

BIRMINGHAM area.—A really good opportunity with sound prospects for a car salesman, age between 25/35 approx; individual of right type with selling experience in spheres other than the motor trade considered; a permanent position with good reward for hard work; own staff informed.—Box 0013. [2302

HARRY FERGUSON RESEARCH, Ltd., require senior draughtsmen to take over checking of all drawings and calculations in automobile drawing office; this is a responsible position and carries an appropriate salary with excellent prospects.—Apply Chief Draughtsman, Fletchamstead Highway, Coventry. [2128

## SITUATIONS VACANT

A POSITION will arise during December for an electrical foreman to take charge of our Lucas electrical workshop, applicant must be capable of taking complete control, including reception and costing.—Write, stating age, experience and salary required, Lindsay Bros., Ltd., 925, High Rd., London, N.12.

SALESMAN seeking a career not a job, with proven sales experience, wanted by Ford distributor, experience in the motor trade not necessary; our present staff all earn over four figures, high commission, car provided, expenses, etc.—Apply in writing to Sales Director, Bristol Street Motors, Ltd., 164-182, Bristol St., Birmingham, 5. [2011

YOUNG man, under 30 years, keen, well educated and with a good sales record, required as representative by well-known motor hire purchase company for London and Home Counties.—Applications marked "Confidential," giving full particulars of age, experience and commencing salary, to Managing Director, Box 8902 [2034

MANAGER required for motor trade; must have knowledge of used car values; required to take charge of well-connected but run-down garage with agencies, near Nottingham; excellent opportunity and permanency for the right man.—Reply, stating fullest details and particulars of past experience and wages required in strictest confidence, to Box 8961. [2134

ROOTES Group main dealers have vacancies for car salesman, commercial vehicle salesman, assistant parts manager and stores counter hand; first-class references essential; persons at present employed in similar or senior positions preferred.—Apply in writing only to Secretary, Phœnix Motor Co. (Surrey), Ltd., High St., Sutton, Surrey. [1429

MANAGER required for East Midlands Austin distributor (car), commercial, main parts stockists; applicants must have drive, ambition to be at the top, and experience in supervising all garage affairs, sales, service, stores; very large rebuilding scheme scheduled next year; exceptional opportunity carrying very high salary; accommodation available.—Write full details, experience, salary, etc., in strictest confidence, Box 8962 [2137

A.E.C., Ltd., require experienced designers and draughtsmen to fill vacancies in engineering department following extension to premises which is due for completion by the end of October; experience of the automobile industry preferred; good salary offered, permanent employment, 5-day week and pension scheme.—Applications in writing, giving age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex [9289

PRODUCT and consumer research analyst required by export market analysis department of Ford Motor Co., Ltd., Dagenham, Essex; applicants should be of matriculation standard and have some technical knowledge of commercial vehicles; they should have the ability to devise and analyse questionnaires; the job lives in the future, not the past, and a young, forward-looking man is required; salary according to qualifications and experience.—Reply to Salaried Personnel Department, quoting reference PCR/2. [1701

A VACANCY now arises, due to internal promotions, for a technical sales engineer, having connections in the motor industry and with industrial engine manufacturers, to deal with oil filtration for a large light engineering company manufacturing as part of its range of products, oil filtration units of world-wide repute; this appointment is of senior status dealing with high level technical and commercial executives; applications, in chronological order, should state experience, appointments held, and salaries earned.—Box CRC384, 6, Aldford St., London, W.1 [2006

SUPER salesman required as manager for night and day petrol station; he will spend a trial period at a small branch, and only if proved one in a thousand will take charge of commanding new service station in course of construction, adjoining our South Harrow showrooms; personality, drive and initiative are essential, and the man chosen will be backed by the full resources of a big name in motor trading; beautiful 4-bedroomed house available, adjoining new station; if you have had previous experience of developing a new station to a very large turnover controlling male and female staff, and if you have those qualities which will never allow you to be satisfied however huge your gallonage, write giving fullest details to—Kop Sales (Harrow), Ltd., 50-54, Northolt Rd., South Harrow, Middlesex. [1720

## BOOKS, ETC.

22000 Instruction manuals, spares, lists, wiring, timing, lubrication charts; enquiries stamped envelope.—Final, 15, Nashleigh Hill, Chesham, Bucks. [7606

AUTOCARS, Oct., 1933-Dec., 1942, 7 copies missing; Motor Sport, 1941 to date; Autosport, first issue to date; any reasonable offer.—Ruddock, 101, Coldstone Crescent, Hove. [2105

NATIONAL Road Atlas (Gt. Britain), 324 pages coloured maps (3 miles to inch), 27 town plans, index 19,000 places; 21/- post paid or send s.a.e. for full details and sample page.—Thomas & Co. (AC), 111, Buchanan St., Blackpool. [1646

HANDBOOKS: Austin, Ford, Hillman, Morris, Standard, Vauxhall, 5/6; Rover, Volkswagen, Wolseley, 8/6; Riley, Singer, 10/6; Chrysler, M.G., 15/6. Workshop manuals: Morris, Wolseley, 16/-; Jowett, 19/-; Austin, 27/6; M.G., Riley, 31/5; catalogue, 6d; enquiries, stamp please.—Gray, 4, Chantry-house, Hurstpierpoint, Sussex. [C2080

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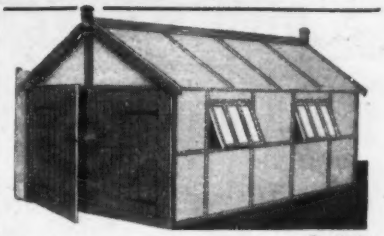

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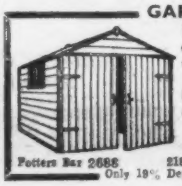

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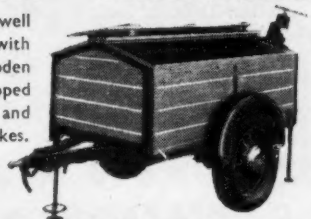

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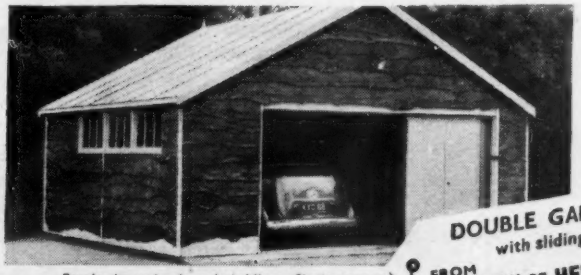

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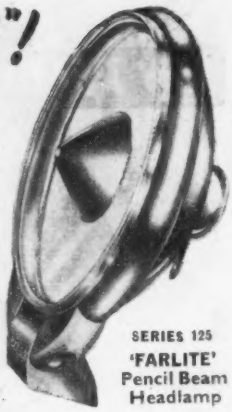

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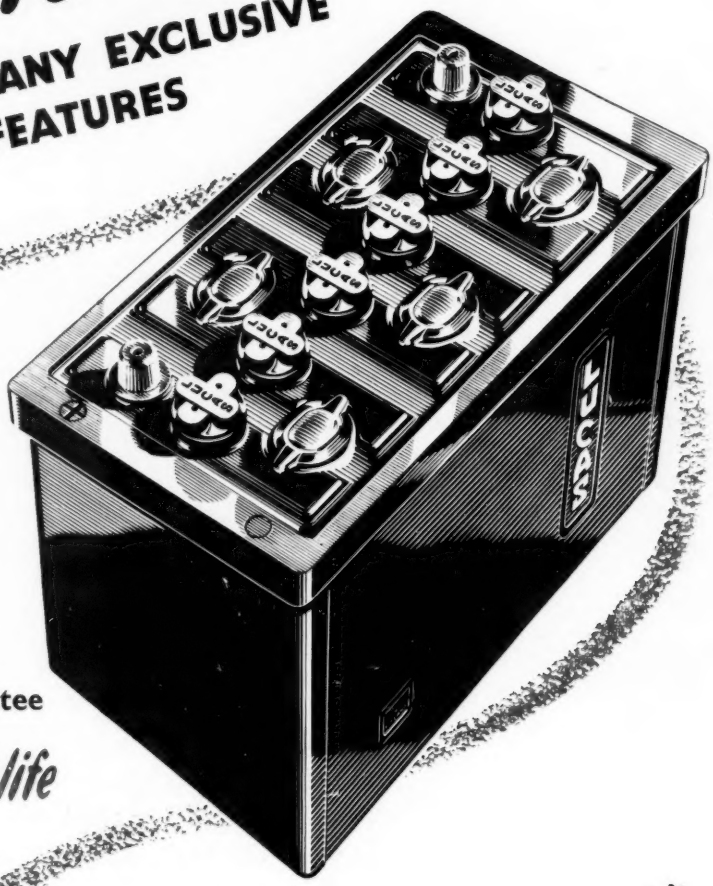


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